The Bombay Gazette.

No. 7,598.—New Series. BOMBAY :—THURSDAY, JULY 21, 1870. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town ....Rs. 52 0
———————— including postage......... „ 72 0
For half year in advance, delivered in Town ...... „ 28 0
———————— including postage.......... „ 38 0
For three months' advance, delivered in Town ... „ 16 0
———————— including postage.......... „ 21 0
For one month, delivered in Town .... „ 6 0
———————— including postage.......... „ 7 12
Single Copy for Cash .... „ 0 4
Back Numbers .... „ 0 8

TERMS FOR ADVERTISEMENTS.

Ten lines and under
First insertion ....Rs 5 0
Second Ditto .... „ 2 8
Third Ditto .... „ 2 8
Fourth and succeeding insertions .... „ 0 2½ As. per line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion .... 8 As. per line.
Second Ditto .... 4½ „ „
Third and succeeding .... 2½ „ „
In the Native Languages, double the above.
Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam ship BUSHEER, 792 tons, 130 H. P., Commander C. C. D. Hutchinson, will be despatched on the 2nd August 1870, at noon.

During the S. W. Monsoon viz. from the beginning of June to the end of August, the steamers do not communicate with the ports of Rutnagherry, Vingorla, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin, but passengers for these ports and the Neilgherries may be landed at Narrakal, six miles north of Cochin from whence they may proceed by back water to stations on the Madras Railway.

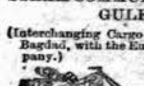
Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)



THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gualur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

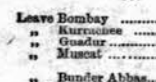
The Steam-ship MARTABAN, 515 Tons, 110 H. P., Commander W. A. Hibbert, will be despatched on the 23rd July 1870, at 4 P.M.

Up.		Down.	
	July.		Aug.
Leave Bombay	23	Leave Bussorah	12
„ Kurrachee	27	„ Mahomerah	12
„ Guadur	28	„ Fao	12
„ Muscat	31	„ Bushire	16
	Aug.	„ Linga	18
„ Bunder Abbas	2	„ Bunder Abbas	20
„ Linga	3	„ Muscat	22
„ Bushire	5	„ Guadur	24
„ Fao	7	„ Kurrachee	27
„ Mahomerah	7	Arrive Bombay	30
Arrive Bussorah	8		

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH [illegible]

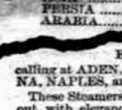


THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Saturday at 4 P.M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY. (VIA SUEZ CANAL.)



THE Steam Navigation Company of Messrs. R. RUBATTINO and Co. of GENOA, will despatch, on the 15th of each month, one of their four New Steamers, viz. :—

INDIA.......Capt. Dodero...... 2,000 Tons...... 700 H. P.
ASIA ....Capt. .... 2,000 Tons...... 700 H. P.
PERSIA .....Capt. Crocco ...... 2,000 Tons...... 700 H. P.
ARABIA......Capt. [illegible] ...... 2,000 Tons...... 700 H. P.

FROM BOMBAY TO GENOA calling at ADEN, SUEZ, PORT SAID, ALEXANDRIA, MESSINA, NAPLES, and LEGHORN.

These Steamers, especially built for Passenger Traffic and fitted out with elegance and comfort, offer superior accommodation to 1st, 2nd and 3rd class Passengers.

PASSENGER RATES.
(Inclusive of Transit Fees through the Canal.)

	1st Class.	2nd Class.		3rd Class.	
To Aden	£22	£15	Including Wines.	£4	Without Food.
Suez	36	22		8	
Port Said	38	24		9	
Alexandria	39	25		10	
Messina	45	32		12	
Naples	47	34		13	
Leghorn	50	35		15	
Genoa	50	35		15	
Marseilles	53	36		15-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Passengers are allowed to break their voyage at any of the abovenamed Mediterranean Ports, and to resume it by any of the Company's Steamers to the port of destination marked on their Tickets.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half the Passage Money.

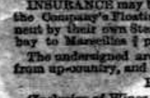
In accordance with the above, the s. s. ASIA will be despatched to Genoa on the 15th September next.

For prospectus, rates of freight and further particulars apply to VOLKART BROTHERS, Agents Rubattino Steam Navigation Company.

Bombay, 14th July 1870.

NEW OVERLAND ROUTE
(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, ALEXANDRIA (in case of need), and MARSEILLES.



LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRAISSINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL.

FREIGHT.—The Company undertake to grant through Bills of Lading for the above, and most other Continental Ports and also to Liverpool. They have further made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Freight on Goods shipped to Europe to be payable at destination.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped to the Continent by their own Steamers. Premiums of Insurance from Bombay to Marseilles ¾ per cent.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

PASSENGER RATES.
(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.	Deck.	
To Aden	£ 25	£ 15	£ 5	Without food
„ Suez	£ 40	£ 22-10	£ 8	
„ Port Said	£ 42	£ 24	£ 9	
„ Marseilles	£ 56	£ 36	£ 14	

Children over three and under ten years of age, half fare.

The Company issue Return Tickets available for six months, deducting 20 per cent from the cost of the Return Passage.

The Steamers carry both Doctor and Stewardess.

Departures from Marseilles on the 1st and from Bombay about the 7th of each month.

Owing to the Monsoon, the departures fixed for July and August, have been suspended.

The fine Steam Ship EUROPE, 3,500 tons, Captain Martino, will be despatched on or about the 7th September next.

For further particulars, rates of Freight, &c., apply to KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 6th June 1870.

NOTICE.—Consignees of CARGO per Ship MARY MILDRED, Captain R. J. McNeill, arrived from Calcutta, are requested to DESPATCH BOATS at once to take DELIVERY, otherwise the same will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

Delivery Orders can be obtained only after payment of General Average, the Statement of which can be inspected at our Office.

J. P. CORNFORTH & Co.,
Agents for Captain R. J. McNeill, Ship Mary Mildred.

NOTICE.—Consignees of CARGO per S. S. GUNGA, Captain J. Child, from the Persian Gulf and Kurrachee, are requested to SEND OFF BOATS for their respective goods without delay, otherwise they will be landed by the Captain at the risk and expense of the concerned.

Bills of Lading for endorsement to be sent to the Office of HAJEE ZUNALL ABADEEN SHEERAZEE, Bake House Lane, Fort.

DAILY MARKET PRICE CURRENT.
PUBLISHED by the MUNICIPAL COMMISSIONER.

THE DAILY MARKET PRICE CURRENT gives the MAXIMUM PRICES of all the ARTICLES sold in the ARTHUR CRAWFORD MARKETS. Delivered daily to Subscribers to the "Bombay Gazette" for ONE RUPEE a MONTH. Single Copies, One Anna each. Those wishing to subscribe will please apply to the Manager, "Bombay Gazette."

BYCULLA IRON WORKS.

RICHARDSON AND ROBSON.
IRON AND BRASS FOUNDERS,
SMITHS ENGINEERS,
AND
COMMISSION AGENTS,
MANUFACTURERS OF
COTTON PRESSES, GIRDERS, BOILERS,
PUMPS, TANK
IRON GATES AND RAILINGS, &c., &c.

SHIPPING.

OVERLAND FREIGHT ROUTE
VIA SUEZ CANAL.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

RATES OF FARE FOR PASSENGERS.

To Liverpool via Suez Canal—1st class £50 ; 2nd class £35.......
To Suez—1st class £40; 2nd class £22 10s......
To Trieste (exclusive of Transit)—1st class £53 ; 2nd class £34.
} Exclusive of Wines.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria ; or to the undersigned in Bombay.

STEARNS, HOBART, & Co.

Bombay, 8th June 1870.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

½ Dozen Silk and Wool Shirts.	1 Rug with straps.
½ „ Under Vests.	1 Shawl.
½ „ Linen Collars.	1 Inverness Cape.
½ „ Fine Cotton Socks.	1 Hand Portmanteau.
½ „ Fine Merino Socks.	2 Overland Trunks.
½ „ Fine Merino Drawers.	1 Clothes Bag.
½ „ Colored Handkerchiefs.	1 Travelling Hat.
½ „ White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

NOTICE.—Consignees of CARGO per ship FLORA, arrived from London, are requested to SEND OFF BOATS for their respective goods without delay, otherwise they will be landed by the Captain as they come to hand at the risk and expense of the concerned.

Captain Sharer will not be responsible for the condition of any package after it leaves the ship's deck.

COUPLAND & Co.,
Agents ship Flora.

BRITISH-INDIAN SUBMARINE TELEGRAPH.—NOTICE.—The FALMOUTH, GIBRALTAR, and MALTA LINE being BLOCKED with TRAFFIC, it is advisable that Messages for England should for the present be written in ENGLISH, and not in CODE, to enable them to be sent via Italy and France.

GEO. B. STACEY, General Superintendent.

20th July 1870.

THREE HUNDRED RUPEES REWARD.—LOST, on TUESDAY the 19th July, between Khan Bazaar and Jakerias Mohla, by Haroon Joonas, my servant, CURRENCY NOTES of Rs. 2,000 (one Note of Rs. 1,0 0, No. 96582, and ten Notes of Rs. 100 each, the numbers of which are unknown). Any one finding and delivering the same to the undersigned, at his shop, in Jakerias Street, Memon Wada, No. 20, will receive the above Reward.

HAJEE ABDOOL SUCCOOR CADOO.

20th July 1870.

HIGH COURT.—Equity Side.
Re the Trust Estate of VICCAJEE and PESTONJEE MEHERJEE.

NOTICE is hereby given to all CREDITORS who have signed the TRUST DEED herein, that a further DIVIDEND of 2 per cent. on their admitted Claims IS NOW PAYABLE.

HENRY GAMBLE, Official Trustee.

High Court, 19th July 1870.

NOTICE is hereby given, that THIS DAY (THURSDAY), the 21st day of July 1870, Messrs. CRAWFORD and Co., Auctioneers, will SELL by PUBLIC AUCTION, at 3 o'clock in the afternoon, on the premises, the undermentioned IMMOVEABLE PROPERTIES, by order and directions of Pestonjee Hormusji Suntook, the Mortgagee, and on account and at the risk of Merbai, widow and administratrix of Dadabhoy Sorabji Suntook, late of Bombay, Parsee, deceased, the Mortgagor, under and by virtue of a Power of Sale contained in the Indenture Mortgage bearing date the 13th day of May 1867, and made or expressed to be made between the said Dadabhoy Sorabji Suntook (since deceased) of the one part and the said Pestonji Hormusji Suntook of the other part.

Lot No. 3.

All the right, title, and interest on third share of the said Dadabhoy Sorabji Suntook, in all that piece or parcel of land or ground, with the messuage, tenement, or dwelling-house or stable standing thereon, situate, lying and being at Marine Road, outside the Fort, in the subdistrict of Bhooleshwur, assessed by the Municipality of Bombay under No. 84, and of the Collector of Bombay for Pension and Tax under No.——, facing towards the west side of the said Marine Road, containing by admeasurement —— square yards or thereabouts, and bounded as follows:—on or towards the north by the public street called 4th Marine Street, on the west by the house of Pestonji Dossabhoy, on or towards the south by the house of Pestonji Dossabhoy, and on or towards the east by a sweeper's passage, and beyond that by the house of Dorabji Mestree, and the said premises were formerly in the occupation of Jeejeebhoy Rustomji and are now occupied by Merwanji Sorabji and other tenants.

Lot No. 4.

All that piece or parcel of land or ground, with the messuage, tenement or dwelling-house, hereditaments thereon standing, situate, lying and being at Trinity Street, Dhobie Talao, outside the Fort, facing on east side thereof in the sub-district of Bhooleshwur, standing upon the Fazendaree ground belonging to Sorabjee Dady Suntook, and registered in the books of the Municipality of Bombay in the name of the said Dadabhoy Sorabjee Suntook under No. 6, containing by admeasurement 102 8/9 square yards or a little more or less, and bounded as follows :—on or towards the east by the public passage, on or towards the west by the vacant ground of Sorabjee Dady Suntook, on or towards the south by the house of Jejeebhoy Rustomjee, and on or towards the north by the house of Dhunjeebhoy Ruttonjee, and which said premises were formerly in the occupation of —— and are now in the occupation of the Parsee charitable school.

For further particulars and conditions of sale application should be made to the undersigned, at his office, No. 3 Medow Street, Fort.

KHUNDERAO MOROJEE,
Solicitor for the Mortgagee.

THACKER, VINING, & Co
BOOK DEPARTMENT.

In this Department will be found at all times a large and valuable stock of the most important works in Scientific and General Literature.

A new Catalogue is in course of preparation, in the meantime a pamphlet catalogue containing several lists of important works may be had.

All books are priced at the rate of TEN ANNAS per SHILLING of the English published price, from which no discount is allowed for amounts of less than Rs. 100.

Libraries, Schools, &c., treated on special terms ; Messrs Thacker, Vining, & Co. will be glad to receive proposals from Institutions of the kind for their exclusive supply at the lowest remunerative rates.

Newspapers and Periodicals supplied on terms which may be learnt from a Price list procurable on application.

INDIAN and ENGLISH LAW BOOKS.
MEDICAL and SURGICAL WORKS.
ENGINEERING and AGRICULTURAL WORKS.
VOYAGE, TRAVEL and ADVENTURE.
HISTORY BIOGRAPHY and ANTIQUITIES.
ARTS and SCIENCES.
FICTION and LIGHT LITERATURE.
WORKS of REFERENCE of every description.
BOUND and ILLUSTRATED BOOKS, suitable for Presentation.
JUVENILE and CHILDREN'S INDESTRUCTIBLE BOOKS.
CHEAP NOVELS in great variety for Overland Travellers.
CHURCH SERVICES and PRAYER BOOKS.
BAGSTER'S PRESENTATION BIBLES.
HYMNS ANCIENT and MODERN, in various sizes and bindings.
EDUCATIONAL, MILITARY, RELIGIOUS BOOKS, &c., &c., &c.

THACKER, VINING, & Co.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy, remedy in Irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public speakers and vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting Digestion, strengthening the stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c. arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

Bombay :—

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla and Fort, Poona.

And of the principal Firms in India and the Colonies.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c. seeing that they have the privilege of advertising in their own language, would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager "Bombay Gazette" Press.

"Bombay Gazette" Press, 1869.

NOTICES.

BOMBAY and BENGAL STEAM SHIP COMPANY—Factory, Wakee Bunder, Mazagon.—The undersigned, having a complete ENGINEERING PLANT, are prepared to UNDERTAKE all description of REPAIRS to STEAMERS, SHIPS, COTTON PRESSES, MILLS, &c., on moderate terms. For particulars apply to

STEARNS, HOBART, & Co,
Elphinstone Circle,

Or A. THOMSON, Factory, Mazagon.

THE PORT CANNING, LAND, INVESTMENT, RECLAMATION & DOCK COMPANY (Limited).—A MEETING of SHAREHOLDERS will be HELD on the 21st instant, at 3 P.M., at the Office of the Company, No. 4 Hornby Row, when the Re-construction Scheme will be laid before the Meeting, together with a report on the position of the Company by Mr. Sadanund Balcrishna.

MICHAEL R. DE QUADROS,
Chairman, Committee of Bombay Shareholders.

Bombay, 18th July 1870.

KATTA KHALL TEA COMPANY, Limited, (in Liquidation).—An EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Company will be HELD on WEDNESDAY, the Tenth day of August 1870, at 3 P.M., at the Office of Messrs. William Nicol & Co., for the purpose of receiving and, if approved, passing the LIQUIDATOR'S FINAL ACCOUNTS and WINDING UP the COMPANY.

W. G. HALL, Liquidator.

Bombay, 6th July 1870.

NOTICE.—MOFUSSIL PRESS and GINNING COMPANY, Limited, (in Liquidation).—An EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Company will be HELD, at the Office of Messrs William Nicol & Co., on SATURDAY, the Sixth day of August 1870, at twelve o'clock, noon, for the purpose of receiving and, if approved, passing the LIQUIDATOR'S FINAL ACCOUNTS and WINDING UP the COMPANY.

W. G. HALL, Liquidator.

Bombay, 6th July 1870.

BOMBAY ROYAL INSURANCE COMPANY (In Liquidation).—NOTICE is hereby given, that a THIRD and FINAL DISTRIBUTION of the ASSETS of this Company, at the rate of Rs. 145-8-3 per Share, WILL BE PAID to the Shareholders on and after MONDAY, the 25th instant, at the office of the undersigned, upon production of their Share Certificates.

By order of the Directors,
VIEGAS & Co.,
Managers and Secretaries.

Bombay Royal Insurance Company's Office, No. 1, Cowasjee Patel Street, Fort, 16th July 1870.

ALBERT POLICY-HOLDERS are requested to communicate with the undersigned before joining any other Office.

C. H. OGBOURNE.

5, Chowringhee Road, Calcutta, 20th May 1870.

ALBERT LIFE ASSURANCE COMPANY (in Liquidation).—The undersigned having been appointed ATTORNEY in India for the Official Liquidators with the sanction of the Court of Chancery, all Communications on Liquidation business should be addressed to him.

C. H. OGBOURNE,
Attorney for the Official Liquidators.

Calcutta, 8th June 1870.

ALBERT LIFE ASSURANCE COMPANY.

At a large MEETING of POLICYHOLDERS of the ALBERT LIFE ASSURANCE COMPANY and its ASSOCIATED OFFICES to-day, Mr. JAMES THOMSON in the Chair, the following RESOLUTIONS were adopted :—

1. "That the Policyholders approve and accept the scheme of reconstruction prepared by the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company, and now submitted to the Meeting, subject to such modification as may be found expedient, and be sanctioned by the Court of Chancery."

2. "That this Meeting earnestly impress upon the Policyholders the importance of sending in their individual assents to the scheme as speedily as possible, so as to strengthen the hands of the Committee in carrying the same into effect."

3. "That the Policyholders consider it desirable and agree to pay the premiums due on their respective Policies to an account to be opened at the Bank of England and the Agra Bank, Limited, in the names of Messrs. Thomson, Bell, and Major-General Cunningham, three of the Members of the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company; the premiums to be returned, in case the Scheme of Reconstruction should not be carried out, without deduction of any kind."—*Times*, 29th April 1870.

The AGRA BANK, Limited, is PREPARED to RECEIVE PREMIA on Policies in the above Company, in terms of the foregoing Resolutions.

EDWARD MORRISS,
Manager, Bombay Branch.

Bombay, 1st June 1870.

BRITISH INDIA STEAM NAVIGATION COMPANY (Limited).

The following are the DATES of SAILING of this Company's Steamers :—

FROM CALCUTTA.

For CHITTAGONG and AKYAB, 8th and 22nd July, and 5th and 19th August.

For AKYAB, RANGOON and MOULMEIN, 13th and 27th July, and 10th and 24th August.

For RANGOON and MOULMEIN, 6th and 20th July, and 3rd and 17th August.

For STRAITS, calling at Rangoon and Moulmein, 20th July and 17th August.

For PORT BLAIR and CAMORTA, 8th July and 5th August.

For BOMBAY, calling at Gopaulpore, Bimlipatam, Vizagapatam, Coconada, Madras, Negapatam, Galle, Colombo, Tuticorin, Cochin, or Narrakel, (and weather permitting Beypore, Calicut, Cannanore and Mangalore,) and Carwar, 12th and 26th July, and 9th and 23rd August.

FROM BOMBAY.

For CALCUTTA, calling at the same ports as the Steamers from Calcutta for Bombay, 5th and 19th July, and 2nd, 16th, and 30th August.

For KURRACHEE, 2nd, 9th, 16th, 23rd, and 30th July, and 6th, 13th, 20th, and 27th August.

For PERSIAN GULF, calling at Kurrachee, Gwadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah, and carrying Passengers and Cargo for Bagdad, 9th and 23rd July, and 6th and 20th August.

FROM MADRAS.

For RANGOON, calling at Masulipatam, Coconada, Vizagapatam and Bimlipatam, 16th July and 13th August.

Managing Agents...........Messrs. MACKINNON, MACKENZIE and Co., Calcutta.
Agents at Madras...... .... Messrs. BINNY & Co
„ Bombay... ....Messrs. WILLIAM NICOL and Co.

BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (Limited),
IN CONNECTION WITH THE
ANGLO-MEDITERRANEAN TELEGRAPH COMPANY, LIMITED; THE MARSEILLES, ALGIERS, AND MALTA TELEGRAPH COMPANY, LIMITED; AND THE FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY, LIMITED.

DIRECT SUBMARINE TELEGRAPHIC COMMUNICATION WITH ADEN, EGYPT, EUROPE, ENGLAND, AND THE UNITED STATES.

REDUCTION OF RATES.

The following rates will be charged on and after the 1st July 1870 :—

FROM BOMBAY.

Countries.	20 words Rs. a.	10 words Rs. a.	Countries.	20 words Rs. a.	10 words Rs. a.
Aden	15 0	10 0	Luxembourg	27 0	17 0
Algeria	28 0	18 0	Malta	23 12	13 12
Austria and Hungary	26 12	16 12	Norway	27 0	17 0
Baden	26 12	16 12	Papal States	26 0	16 0
Barbary, Tripoli and Benghazi	23 12	13 12	Portugal	29 4	19 4
Bavaria	26 12	16 12	Russia, Europe	24 0	14 0
Belgium	27 4	17 4	Do. Caucasus	30 8	20 8
Corfu	27 4	17 4	Do. West of Tomsk	32 8	22 8
Denmark	26 12	16 12	Do. East of Tomsk	35 12	25 12
Egypt	20 6	13 8	Servia	26 8	16 8
France	27 4	17 4	Spain	28 12	18 10
Germany North	25 12	16 12	Sweden	26 10	16 12
Gibraltar	28 12	18 12	Switzerland	26 8	16 8
Great Britain and Ireland	28 12	18 12	Tunis	28 0	18 0
Greece	27 10	17 10	Turkey, Asia, Seaports	29 4	19 4
Hohenzollern and Wurtemberg	26 12	18 12	Do. do. Inland	31 0	21 0
Holland	26 12	16 12	Do. Europe	27 4	17 4
Italy	26 0	16 0	United Principalities	26 0	16 0
London	28 8	18 8			

And half the 20 word rate for every 10 words or fraction of 10 words.

It is necessary that the words "Via Red Sea" should be written in the preamble of the Message to ensure its being sent by the Submarine route.

For further particulars apply to

GEO. B. STACEY,
General Superintendent, Bombay.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of the Indian Companies Act 1866, and of the ELPHINSTONE LAND and PRESS COMPANY, Limited (in Liquidation), WILLIAM NICOL, HAMILTON MAXWELL and WILLIAM GILMOUR HALL, Liquidators of the said Company, Petitioners.

Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith.

UPON the Petition of the abovenamed Petitioners, Liquidators of the abovenamed Company, on THIS DAY preferred unto the Honorable Mr. Justice Bayley, and upon hearing Mr. Macpherson, being of Counsel for the said Liquidators, and upon reading the said Petition duly declared upon the Seventh day of June, instant, and the affidavit of William Gilmour Hall, sworn upon the Seventh day of June, instant, and filed upon this day, this Court doth fix the Seventh day of September 1870 as the day on or before which Creditors of the said Company are to prove their debts or claims or to be excluded from the benefit of any distribution made before such debts or claims are proved. And this Court doth order that the said Liquidators be and they are hereby authorised to issue advertisements requiring the creditors of the said Company on or before the said Seventh day of September 1870 to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Attorneys if any, to the Petitioners, and to come in and prove their said debts or claims on or before the Seventh day of September next, and warning them that in default of their complying with such advertisements they will be excluded from the benefit of any distribution made before such debts or claims are proved.—Witness Sir Michael Roberts Westropp, Knight, Chief Justice at Bombay, aforesaid, the 9th day of June 1870.

By the Court,
G. H. FARRAN,
Acting Prothonotary.

G. H. FARRAN,
The 17th day of June 1870.

RIMINGTON, HORE, & LANGLEY,
Attornies for Liquidators.

NOTICE is hereby given, that in accordance with the terms of the Order of the Honorable Justice Bayley, above set forth, all persons, creditors or claiming to be creditors of the Elphinstone Land and Press Company, Limited, are hereby required to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their attorneys if any, to the Petitioners, on or before the 7th day of September next, and to come in and prove their said debts or claims on or before the said 7th day of September ; and notice is hereby further given, that in default of such creditors and claimants complying with the requisitions of the above Notice, such creditors and claimants will be excluded from the benefit of any distribution made before such debts or claims are proved.—Dated this 18th day of June 1870.

W. NICOL,
H. MAXWELL, } Liquidators.
W. G. HALL,

NOTICES.

NOTICE.—The INTEREST and RESPONSIBILITY of the deceased SORABJEE DOSABHOY SUBADAR CEASES with our China firm from THIS DAY.

NURSEY KESSOWJEE & Co.

Bombay, 18th July 1870.

THE UNDERSIGNED are conducting a GENERAL AGENCY BUSINESS, in all its different departments. They supply Goods of every description, obtainable in Bombay, to Up-country Messes, Residents, Contractors, and others.

They import Machinery, Agricultural Implements, &c., &c. through their English Correspondents, at the request of Constituents. They also secure Passages in, and furnish all information regarding, the various Steamers now trading with this Port.

23, Apollo Street, Bombay. Wm. WATSON & Co.

NOTICE.—ESTATE of MACINDOE, ROGERS & Co. (In Liquidation).—A DIVIDEND, at the rate of ONE AND A HALF PER CENT., on all admitted and adjusted Claims IS PAYABLE on and after the 18th INSTANT, at the Office of the Trustees, No. 1, Meadow Street, between the hours of 11 and 1.

HENRY ROGERS, Trustee.

Claimants are requested to bring their Vouchers in support of their Claims.

Bombay, 16th July 1870.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES—LYONS.—The undersigned having been appointed AGENTS of the above-mentioned MARINE INSURANCE COMPANY are now prepared to accept Risks and grant Policies on every kind of Produce, either by Steamer or by Sailing Vessel to any Port.

All risks accepted by the Compagnie Lyonnaise d'Assurances Maritimes are participated in equally by the following old-established French Companies, viz. :—

Le Lloyd Francais, established 33 years.
La Compagnie Francaise, established 10 years.

Bombay, 19th April 1870. GADDUM & Co.

RS. 500 REWARD.—The undermentioned CURRENCY NOTES of Rs. 1,000 each, having been stolen from my shop in Marwaree Bazaar, on Saturday, the 2nd instant, the above Reward will be given to any person who will give such information as will lead to the recovery of the Stolen Notes. Payment has been stopped at the New Bank of Bombay and the Paper Currency Department :—

C	C	C	C	C	C	C
—24973,	—12592,	—24203,	—07362,	—21742,	—06896,	—20979.
55	55	55	55	55	55	55

THACKERSEY SEWSA.

Office of Mr. E. D. Sassoon, Rampart Row, 15th July 1870.

NOTICE is hereby given by the Trustees of LIMJEE MANOCKJEE and COWASJEE MANOCKJEE, lately carrying on business under the name and firm of MANOCKJEE LIMJEE and Co., and now in liquidation under Act 28 of 1865, that they are prepared to receive tenders within one month from the date hereof from any person or persons willing to purchase the old outstanding debts in respect of balances due to the above Estates up to the end of the year 1867-68 for Toka and other Rents, &c., of the seven villages in Salsette as follows :—

Goregaum, Paharee, Poinseer, Bandowlee, Manjas, Mogra and Wesewra.

Further particulars regarding the same, and the terms and conditions of such sale can be obtained at their office, in No. 23 Sassoon's Buildings, Apollo Street, Fort.

The Trustees reserve to themselves the right to accept the highest or any tender.—Dated Bombay, 8th July 1870.

H. R. CORMACK,
RAGHONATH NARAYEN,
Trustees of the above Estates.

TENDERS are required for the CONVEYANCE by STEAM of a DETACHMENT of the CEYLON RIFLES from COLOMBO and GALLE to LABUAN, and for the Conveyance of a similar Detachment back from Labuan to Galle or Colombo. The numbers expected to embark are about

7 European Officers with their Families.
160 Native Soldiers.
46 Native Women.
85 Children.

On the return voyage the number will be about the same, but perhaps not quite so many.

The tenders should state the name of the vessel, her registered tonnage, and her horse-power, and the rate at which will be carried,

Each European Officer,
„ European Lady,
„ of their Children,
„ of their Male and Female servants,
„ Native Soldier,
„ Native Women,
„ Native Child,
} On the outward and on the return voyage separately.

A suitable table will have to be provided for the Officers and their Families. Provisions for the Troops and their Families will be placed on board by the Ceylon Government. All extra fittings will be placed and pulled down by the Ceylon Government. The Steamer tendered will be required to leave Bombay within six days of the tender being accepted. The tenders should be sent to me on board H. M. S. Forte before noon on the 22nd instant. I do not bind myself to accept the lowest or any other tender.

L. E. HEATH, Commodore.

TO MERCHANTS.

For Sale, at the Bombay Gazette Office,
Price Rs. 11

STREET'S INDIAN and COLONIAL MERCANTILE DIRECTORY for 1870.

Containing the Trade Returns, Tariffs, Populations, names of the leading Merchants and Traders, and much general information valuable to commercial men concerning the chief towns in India, Ceylon China, Japan, the Eastern Archipelago, Mauritius, Australia, New Zealand, Tasmania, South Africa, Canada, British Columbia, South and Central America, West Indies, Mediterranean, and the United Kingdom.

In the Directory will be found particulars as to transit and passage rates, concise descriptions of each country and town, and principal products, banks and bank agents, &c., &c.

ALLAN'S CYCLONIAN WATERPROOF SUITS, made expressly to resist the severest weather, warranted not to stick together, and will last for years.

Black Coat, Leggings, and Cap.......................... Rs. 30
Drab ditto ditto 35

For Waterproof Suit send size of chest, height, and Cash.
A few Waterproof Saddle Covers.

A JOB LOT OF SCOTCH TWEED'S, at reduced prices for monsoon wear.

Double breasted Coat and Trousers.................... Rs. 20
Fancy dark silk mixed Tweeds ....
Double breasted Coat and Trousers 30
Drab and Brown Alpine Hats ....Rs. 5 to 6
Black Merino Cork lined Hats............................ 7

HOSIERY, English-made Shirts, Collars, and Fancy Ties, Merino and Woollen Hose, Merino and Wool Under Shirts, Cotton and Woollen Sleeping Suits, from Rs. 12 to Rs. 18.

SPLENDID LARGE CARPETS, 30 by 22, 10 by 7, and 6-6 by 4-6, Portmanteaus, Coupling Straps, Scotch Mauds and Rail Rugs.

Terms Cash.

17 Apollo Street. A. ALLAN.

MESSRS. BADHAM & COMPANY,
APOLLO HOUSE,
BOMBAY.

			Rs. a.
BADHAM'S	Celebrated	Wove Flannel Shirts	9 0
BADHAM'S	„	Silk and Wool...............	9 8
BADHAM'S	„	Indian Shirt	7 0
BADHAM'S	„	French Colored Shirts ..	65 0 per doz.
BADHAM'S	„	White Shirts............	60 0
BADHAM'S	„	Overland Suits	35 0
BADHAM'S	„	Travelling Suits	35 0
BADHAM'S	„	Silk & Wool Sleeping Suits	20
BADHAM'S	„	All Wool Sleeping Suits...	18 0
BADHAM'S	„	Indian Suits for Sleeping	16 0
BADHAM'S	„	Serge Suits	40 0

HOSIERS, GLOVERS and GENERAL WAREHOUSEMEN.
By appointment
To His Excellency the GOVERNOR GENERAL of INDIA.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY.

22 Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition, for the bottoms of steam vessels and every description of engineering plant, for the repairs of steamers &c., &c. All articles supplied will be of the best quality and at moderate rates, and orders will meet with prompt execution, and be carried out in a manner which they trust will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention :—

Peacock's and McInnes's Anti-fouling Composition.
McDougall's Disinfecting Powder.
Taps and Dies (Whitworth's) complete in Cases.
Low Moor Iron Bars, Plates and Rivets.
Best Triesties Flour in barrels at Rs. 24 a barrel.
Copper and Brass Pipes, of sizes.

Anti-Corrosive Paint.	Fire Engines complete.
Corrugated Hoop Iron.	Patent Water Closets.
Jim Crows.	Traversing Screw Jacks
Smiths' English Bellows.	Corrugated Iron.
Canvas.	Belting of sizes.
Rollers, Skins.	Clear Cloth.
Bundling Twine.	Paper for Mill use.
Portland Cement.	Iron Tanks of sizes.
Paint Oil, of various sorts.	Fire Bricks.
Wire Netting.	Perforated Zinc Sheets.

N B.—The Trade supplied at moderate rates.

WENHAM LAKE ICE COMPANY,
No. 9, MARINE STREET.

WENHAM LAKE ICE on SALE, wholesale and retail.

Pass Books for Monthly Credit Accounts available.
Particular attention paid to the execution of out-station orders.

Orders from out-stations must be accompanied by Cash or reference for payment in Bombay.

Orders by Telegraph should mention Bombay reference.

TOBACCO on SALE at the WENHAM LAKE ICE COMPANY'S OFFICES, No. 9, Marine Street, Fort.

GOLDEN ORANGE HONEY DEW, 1 to 5 lbs., Rs. 1-8 per lb., 20 lbs. and upwards Re. 1 per lb.

VIRGINIA PLUM, 1 to 5 lbs. Re. 1 per lb. ; 20 lbs. and upwards 14 annas per pound.

Orders from Out-Stations must be accompanied by Cash or reference for payment in Bombay.

SUNDRY ARTICLES of American Import on SALE at the WENHAM LAKE ICE COMPANY'S OFFICE, No. 9, Marine Street, Fort.

Kerosine Oil—best refined.

900 Ash oars, 9 to 18 feet long..............................5 as. per foot.
100 barrels Navy Bread, 8,703 lbs.......................Rs. 10 per cwt.
Platform Scales, weighing 1,200 lbs.................... „ 125 each.
Do. „ 800 „ .... „ 100 „
American Union Scales....................................... „ 30 „
Cheap Tea Scales, 8 lbs....................................... „ 15 „
Do. 4 „ .... „ 10 „
Post-office Scales, ¼ oz. .... „ 10 „
Preserved Lobsters, 1 lb. tins .... „ 6 per doz.
Do. Oysters, „ .... „ 6 „
Condensed Milk „ .... „ 12 „
American Cheese... „ 1 per lb.

Orders from Out-Stations must be accompanied by Cash or reference for payment in Bombay.

KEROSINE OIL STREET LAMPS.—The undersigned have in stock a large supply of Victoria and Washington Street Lamps, as well as the internal parts of Victoria Street Lamps, which can be used in any ordinary Street lantern

The Victoria or Washington Street Lamps are in extensive use in Bombay, throughout the Presidency, and in the Native States. They are adapted for Verandahs, Gardens, or any out-door lighting where a lamp is required that neither wind nor rain affects.

Orders from Out-Stations must be accompanied by Cash or reference for payment in Bombay.

FARNHAM & Co.

NOTICES.

GOLD AND SILVER MEDALS AT THE BROACH AND AKOLA EXHIBITIONS 1868.

GOLD KEYLESS HUNTERS and SEMI-HUNTERS, Plain or Engine-turned Cases. Rs. 225.

FAVRE, LEUBA, & Co.

LADY'S small GOLD HUNTERS, Enamelled and Jewelled Cases. Rs. 150.

FAVRE, LEUBA, & Co.

SILVER KEYLESS HUNTERS, 1st quality, Patent Lever, extra finished. Rs. 100.

FAVRE, LEUBA, & Co.

SILVER HUNTERS, Patent Lever, 3/4 plate, in strong good Silver Cases, Engine-turned, very serviceable, warranted for two years. Rs. 50.
The same Watch, Keyless. Rs. 70.

FAVRE, LEUBA, & Co.

OFFICE CLOCKS, Patent Lever, Octagon or Round, imitation Walnut, 8-days, with Bell. Rs. 25.

FAVRE, LEUBA & Co.

THE BYCULLA STUDIO will be CLOSED during the Rains from THIS DATE, and will open in East Street, Poona.

W. G. STRETTON.

Bombay, 1st June 1870.

MR. H. B. ADDIS,
CIVIL ENGINEER,
No. 18, Sassoon's Buildings, Elphinstone Circle, Bombay,

Is prepared to enter into CONTRACTS, and GRANT LICENSES, for the CONSTRUCTION and USE of Mr. W. J. ADDIS' PATENT SINGLE RAIL SYSTEM, to parties requiring Tramway accommodation in their respective quarters. Localities visited, and Estimates furnished.

21st April 1870.

Agents required up-country. Terms on application.

THE TWENTY-FIVE LAKH LOAN CASE.

Now Ready, at *Bombay Gazette* Office,
JUDGMENTS delivered by Mr. Justice Westropp and Sir Charles Sargent in the case of the
BANK OF BOMBAY
versus
THE ORIENTAL BANKING CORPORATION.

The above have been reprinted in Pamphlet Form, and copies may be had in this Office. Price ONE RUPEE.

Bombay Gazette Office, April 4.

ICES! ICES!! ICES!!!

JEWANJEE'S EXCHANGE.

Messrs. JEEWANJEE & Co. beg to intimate that they have arranged to have Superior ICE CREAMS and WATER ICE always ready at their Tiffin Rooms, at the corner of Meadow Street and Hummum Street, at 4 Annas a Glass

JEWANJEE'S EXCHANGE.
(By JEWANJEE & Co., Proprietors Byculla Hotel)

Messrs. JEWANJEE & Co. beg to intimate that their FIRST CLASS TIFFIN and BILLIARD ROOMS in the commodious premises at the corner of Meadow and Hummum Street are open daily, and that Hot-chops, Steaks, and Oysters, &c., &c., are served up in a superior style, at a minute's notice.

The Billiard Room and ordinary Tiffin Room are on the ground floor, and on the first flat there are half a dozen nicely fitted up private rooms for tiffins.

A First class selection of WINES, SPIRITS, and BEER, &c.

JEWANJEE & Co.

THE POONA HOTEL,
(Close to the Poona Boating Club House),
By JEWANJEE & Co. Proprietors of Byculla Hotel.

JEWANJEE & Co., in again thanking their Patrons of last Season, would beg to remind the Gentry of Bombay and Poona of the superior accommodation for Visitors afforded by the Poona Hotel. The Hotel contains spacious Rooms, well adapted to the accommodation of Families, and has been fitted up in a style which ensures the comfort of Visitors. An important feature is the exceedingly pleasant situation of the building—close to the Bund, with a large Garden running down to the river's side. The Poona Boating Club's premises are close to the Hotel, and the Crews practise in front of the Building.

The Table is supplied in first class style, and the Wines, &c., are of the finest quality.

By unremitting attention to the wishes and comfort of Visitors, Jewanjee & Co. hope to merit a continuance of the favours of their former Patrons, and to maintain the reputation of the Poona Hotel as being the best in Poona.

June 29, 1870.

BYCULLA REFRESHMENT ROOMS.

JEWANJEE and COMPANY, Proprietors of the Byculla Hotel, beg to intimate that they have now OPENED a REFRESHMENT ESTABLISHMENT in connection with their Billiard Room, adjoining the Byculla Hotel, where Steaks, Chops, and other Refreshments can be had at any hour at reasonable prices. Care will be taken to serve only first class meats, and excellent arrangements have been made for cooking at a moment's notice, by means of a patent stove, just received from Europe, any dish in the bill of fare.

Private Rooms have been expressly built for the accommodation of Visitors, in connection with the Billiard Room, which has been refitted, and in which there are now four first-class Billiard Tables, brilliantly lighted with Gas.

Wines and Spirits and American Drinks of every description can be had at the bar of the Billiard Rooms.

ENGLISH HOTEL,
BRITISH HOTEL LANE,
APOLLO STREET.

THIS Hotel is fitted up and furnished in the most complete manner; no expense has been spared to render it the most commodious and comfortable Establishment both for Gentlemen and Families to be found in Bombay.

The Sleeping Apartments and Sitting Rooms are replete with every convenience, and the strictest regard is paid to cleanliness throughout the premises. The Table will be found to be abundantly supplied with viands of unrivalled excellence, and the Culinary Department is under the immediate supervision of the Proprietor.

The Wines, Liquors, and Beer are of the very best description, supplied from the most celebrated houses in the London and Continental Markets. The Proprietor confidently recommends this Establishment to the patronage of Travellers and Residents, all of whom may be accommodated with the comforts of a home at moderate charges.

The Hotel is pleasantly situated, and within five minutes of the Railway Station and the Apollo Bunder.

GREAT EASTERN HOTEL.
WINE & GENERAL PURVEYING COMPANY (Ld)
ALLAHABAD BRANCH.

HOTEL DEPARTMENT ONLY.

ALLAHABAD having now become an important city, to meet its growing requirements, the Company has, at considerable expense, enlarged and improved their Hotel by the addition of an upper storey. From its central position, and close proximity to the Railway Station, the Hotel offers to Travellers, wishing to break their journey, a comfortable and quiet resting-place, with Refreshments of the very best.

The Hotel is on the Queen's Road, Allahabad, and within an easy walk of five minutes from the Terminus. It is fitted up and furnished in the most complete manner, and suited both for Families and Single Gentlemen ; but the upper rooms are more especially adapted for Families, as they can be occupied one, two or three, en suite, with capital Bath Rooms attached. These Rooms are also, without exception, the coolest and most comfortable in the station.

The Wines, Spirits and Beer are selected from the Company's stock in Calcutta, and fresh supplies are sent monthly, thus ensuring to visitors the best and most unexceptionable articles of the kind to be procured in the North-Western Provinces.

A first-class slate Billiard Table is provided for the use of the Residents, and for the amusement during the short interval of Gentlemen passing through. The room is detached, and at some distance from the main building.

Terms—STRICTLY CASH.

METAL MART, BOREE BUNDER.—FOR SALE, 6, 8 & 10 H. P. Portable ENGINES, by Messrs. Clayton and Shuttleworth.

7 inch Centrifugal Pump, by J. & H. Gwynne.
Double Barrel Hand Pumps.
Hand Pumps on Tripod Stands.
Eade's Patent Pulley Blocks.
Traversing and Haley's Jacks.
Contractor's Plant of all kinds.
Galvanised Corrugated Iron, in sheets, 6, 7 & 8 feet long, 16, 18, 20 & 24 gauges.

Plans and Estimates given for Ornamental Gates, Railings, and all description of Machinery.

W. NICOL & Co.

JAMES W. ALLAN and Co.,
(Late KINLOCH and ALLAN)
3, NESBIT LANE, FORT,
BOMBAY.

Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipes.
Cast Iron Pipes.
Contractors' Tools.
India Rubber Suction Hose.
India Rubber Sheet.
Galvanized Corrugated Iron and Fittings.
Portland Cement.
Crab Winches, Bench Vices, Buckets, Shovels.
One Pumping Engine to lift and force 3,000 gallons per hour, complete.
One Circumferenter, complete.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.

This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.

As compared with a Wire Fence its advantages are—

1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured ; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are, in general, prevented.

2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.

3rd. No "Stays" or other "Extras" for curves are required.

JAMES W. ALLAN & Co. having been appointed Sole Agents for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting Ornamental Gates, Railings, &c., &c.

WINES, SPIRITS, BEER, &c.

PAYNE AND COMPANY,
WINE MERCHANTS,
ESTABLISHED IN CALCUTTA, UPWARDS OF HALF A CENTURY.

INDIAN ESTABLISHMENTS.
BOMBAY..............................Elphinstone Circle.
POONA ....East Street.
CALCUTTA.............................Beliatee Bungalow.

WE beg to call the attention of Messes, Clubs and Residents of Western India and Madras to the undermentioned WINES, SPIRITS, &c., which cannot be surpassed at the respective quotations.

N. B.—In all instances we guarantee the quality and purity of our Wines and Spirits, and agree to take back, or exchange, any that may not be approved.

OUR QUOTATIONS for SPARKLING WINES, are for GOOD DELIVERY from our Godowns; the risk of breakage and ullage is thereby avoided by the consumer.

All our choice high class Wines arrive per the Overland Route or via the Suez Canal.

CHAMPAGNES.

Credit. Rs. a.		Cash. Rs. a.
32 0	Cordon Bleu, a pure, light dry Wine	28 0
39 0	Light Dry Sillery, more body	35 0
42 0	Silver Neck, with * (star)—brand, Payne & Co....	38 0
42 0	Gold Neck, ditto ditto drier	38 0
45 0	Gold Neck, with ** (double star)—brand, Payne & Co., selected from one of the first Cuvées of '65 vintage, very dry and choice	40 0
45 0	No. 1 Gold Neck, dry, 1st quality, extremely delicate..	40 0
45 0	No. 2 Gold Neck, very dry, ditto ditto..........	40 0
45 0	No. 3 Gold Neck, extra dry, ditto ditto..........	40 0

The peculiar dryness of Nos. 2 and 3 find favour at the Principal Mess Tables and Clubs of Europe.

Single Magnums, specially selected from a good Cuvée, suitable for Clubs and Messes. Per case 42 0

₊ Most of the above in pints at Rs. 3 extra per case of 2 doz.
HALF PINTS Champagne at Rs. 9, Rs. 12, and Rs. 15 per dozen.

SPARKLING MOSELLES.

36 0	Crown Brand, fine, recommended........................	32 0
37 0	Ditto—brand, Payne & Co., Coblentz	34 0
44 0	Ditto Nonpareil, extra superior............................	39 0

SPARKLING HOCKS.

36 0	Crown Brand, fine, recommended	32 0
45 0	Ehrenbreitstein, pale and elegant	40 0

STILL HOCKS.

20 0*	Laubenheim, Vintage 1868..................................	18 0
23 0	Bodenthal ditto 1862.....................................	20 0
23 0	Geisenheim ditto 1862......................................	21 0
23 0	Erbach ditto 1862......................................	21 0
29 0*	Nierstein ditto 1862......................................	26 0

STILL MOSELLES.

23 0	Winningen Vintage 1862................................	20 0
25 0	Brauenberg ditto 1862..................................	23 0
30 0*	Scharzberg ditto 1862...................................	27 0
28 0	*Stein Wein*, in original bottles, much appreciated.	24 0

CLARETS.

12 0	Vin Ordinaire	10 0
15 0	Payne's Medoc..	13 0
15 0	Breakfast Claret...	13 0
17 0	Saint Julien	15 0
20 0	Batailley	18 0
20 0	Beycheville..	18 0
22 0	Chateau Larose	20 0
34 0	Chateau Leoville	28 0
34 0	Chateau Langoa..	28 0

BURGUNDY, SPARKLING.

42 0	Red, very fruity	36 0
42 0	White, a full flavoured Wine—Brisk..................	36 0

SHERRIES.

Mark. Seal. Quality and Peculiarity.

20 0*	(B) Red—A full flavoured Dinner Wine ...	18 0
20 0	(A) Red—Quality as above, but drier	18 0
26 0	(C) Red—Pale, rich flavoured Dinner Wine.	22 0
27 0	(1) White—Pale, delicate and nutty	24 0
30 0*	(2) White—Mellow, fine, and dry, recommended	27 0
32 0	(3) White—Also very dry and delicate	29 0
33 0	(4) White—Vino de Pasto, choice, old and delicate	30 0
33 0	Amontillado, pale, delicate and very dry............	30 0
36 0	Manzanilla, pale, old, and very choice. We offer it to those who can appreciate the extremely delicate flavour and dryness peculiar to this Wine........	32 0

BRANDIES.

27 0	Pure Pale Brandy, Trade Mark........................	24 0
29 0	Ditto ditto Gold Vine Leaf	27 0
32 0	Ditto ditto Green Vine Leaf	29 0

36 0	TENT WINE	32 0
18 0	OLD MARSALA Z.	16 0
25 0	BUCELLAS, light and dry	22 8

Those brands with an * (asterisk) shortly expected.

SUNDRY SPIRITS EXTRA FINE.
DUTCH LIQUEURS.

BASS'S BEER,
Bottled by H. Stone & Co.
Also our own Trade mark, extra Gravity.
Rs. 6 per dozen ....Quarts.
„ 4 „ ....Pints.
„ 12 „ ....Magnums.

N.B.—The Trade supplied on liberal terms.

PAYNE and COMPANY,
BOMBAY, POONA AND CALCUTTA.

CUTLER, PALMER, & Co.

SPECIAL NOTICE.

EXTRA DRY CUVEES—AY MOUSSEAUX.

We call special attention to our Champagnes of THE CELEBRATED VINTAGE of 1862, which are now worked with but a small percentage of liqueur : to their superiority of flavour, bouquet and dryness, our quotations for which are the most liberal offered.

CROWN BRAND—FINEST DRY.
As supplied to H.R.H. the PRINCE of WALES.
Magnums, Rs. 74. | Quarts, Rs. 36. | Pints, Rs. 19-8-0.

FRAGRANT and PURE GERMAN WINES.

Of these, both STILL and SPARKLING, we hold Stocks of the choicest and best, ranging in price from Rs. 23 to Rs. 42.

FRENCH WINES.

PURE unloaded CLARETS, from superior Breakfast to the grand After Dinner Wine, at from Rs. 13-8 to Rs. 30.

HAUT SAUTERNES, Quarts, Rs. 22 ; Pints, 12.

BURGUNDIES, of exquisite aroma and delicious flavor, from Rs. 22 to Rs. 32 per dozen quarts.

Samples of either of the above named, as also of our other Wines, we shall be happy to supply.

We invite comparison with other importations of like kinds.

CUTLER, PALMER, & Co.,
DEAN LANE, BOMBAY.

FOR SALE, at the Godowns of the undersigned, the following WINES, shipped by Messrs. Frederick Giesler & Co., London :—

Champagne ....Quarts. in Cases of.........1 doz. Rs. 40 each
Do. ....Pints do. ....2 „ „ 43 „
Moselle ....Quarts do. ....1 „

W. NICOL & Co.

FOR SALE, at the Godowns of the undersigned—

CUNLIFFE DOBSON & Co.'s

Champagne, Quarts................................Rs. 40 per doz.
Do. Pints .... „ 20 „
Moselle, Quarts .... „ 42 „
Brandy .... „ 30 „
Sherry .... „ 25 „
Claret .... „ 23 „

COYLE & Co.'s

Pale Dry Amontillado Sherry .... „ 27 „
Port Wine of 1840 Vintage.......................... „ 30 „

LARRONDE FRERES'

St. Julien .... „ 12 „
Margaux .... „ 17 „
Chateau Leoville.. „ 24 „
Old Cognac .... „ 20 „
Superior Old Cognac .... „ 25 „

DOMINGOS D'ALMEIDA SOARES'

Port Wine of 1815 Vintage........................ „ 30 „
Do. 1847 do. .... „ 24 „

J J. RONALDSON & SONS'

Sherry .... „ 18 „

REMINGTON & Co.

FOR SALE, at the Godowns of the Undersigned.

	Rs. a.	per doz.
Bass's Beer, bottled by Purt of London ......quarts	5 4	„
Ditto Ditto Ditto ......pints	3 4	„
Frederick Geisler & Co.'s Champagne ....quarts	40 0	„
Ditto Ditto ....pints	22 0	„
Ayla Albrecht & Co. Ditto Chateau D'Ay..quarts	30 0	„
Ditto Ditto Ditto ......pints	16 0	„
Sechbach Erlanger & Co.'s Champagne, Imperial, 1st quality..............................quarts	36 0	„
Ditto ditto 2nd quality ....pints	32 0	„
Ditto Sparkling Moselle ....quarts	35 0	„
Ditto ditto Hock.............quarts	35 0	„
The United Vineyard Proprietors Company of Cognac Brandy..	22 0	„

Also.

Hodson's Paint and Varnishes.
David Corsar's Canvass.
Cleaver's Toilet Soap and Perfumery.

Bombay, May, 1870. MARTIN, YOUNG, & Co.

P. GRANT and SON, SADDLERS, &c., have commenced business again at No. 9 Hummum Street, where all orders will be attended to.

Orders from Out-stations to be accompanied with remittance or reference for payment in Bombay.

GEORGE NICOLL and Co.,
BOOT and SHOE MAKERS,
24. MEADOW STREET, BOMBAY.
1, EAST STREET, POONA.
ELPHINSTONE STREET, KURRACHEE.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co.,
WINE MERCHANTS
TO
HER MAJESTY THE QUEEN,
HIS ROYAL HIGHNESS THE PRINCE OF WALES.
AND
THE PRINCIPAL LONDON CLUBS—
THE CIVIL SERVICE CLUB,
THE REFORM CLUB,
THE WINDHAM CLUB,
THE UNIVERSITY CLUB,
THE CLEVELAND CLUB,
THE ATHENÆUM CLUB,
AND OTHERS.

LONDON HOUSES:
44, MARK LANE, CITY, and VILLIERS STREET STRAND
INDIA HOUSE :
2, DEAN LANE, BOMBAY.

REPRESENTATIVES IN ALL PARTS OF THE WORLD.

TO MERCHANTS AND GENERAL Dealers our Terms will be found most liberal both with regard to Credit and Discounts.

Detailed particulars will be afforded at our Offices in Dean Lane.

CLARETS.

		Qts. per doz.	Pts. per doz.
1—Chateau Latour, or Mouton., Gold Capsule, Labelled & Branded		Rs. 30 0	Rs. 16 0
Chateau Rauzan,	Black capsule, „	„ 25 0	„ 14 0
Chateau Leoville,	Blue capsule, „	„ 22 0	„ 12 0
Chateau Palmer,	Blue capsule, „	„ 22 0	„ 12 0
Chateau Larose,	Yellow capsule, „	„ 18 8	„ 10 8
St. Julien,	Green capsule, „	„ 17 0	„ 10 0
Medoc, (Cantenac)	Red capsule „	„ 15 8	„ 9 0
Medoc,	White capsule, „	„ 13 8	...
Sauterne,	Red capsule, „	„ 22 0	„ 12 0

BURGUNDIES—RED OR WHITE.

Chambertin, Labelled and Branded	....	Rs. 32 0	Rs. 17 0
Nuits,	ditto	„ 26 0	...
Macon,	ditto	„ 21 0	...
Chablis,	ditto	„ 22 0	...

DRY CHAMPAGNES.

Magnums, Finest Dry..............Labelled	......	Rs. 74 0	
Finest Dry Sparkling, Gold Foil,	„	„ 36 0	Rs. 19 8
Fine Sparkling, Silver foil	„	„ 32 0	„ 17 8
Good Sparkling, } for Ball purposes } do.	„	„ 27 0	„ 14 0

GERMAN WINES.

Nonpareil Sparkling Hock and Moselle, Gold foil, Labelled and Branded	Rs. 36	19 0
Sparkling Hock and Muscatel Moselle, Silver foil..	„ 32	17 8
Moselle. Still, Brauneberger............................	„ 25	...
Hock, „ Johannisberger	„ 42	22 0
„ „ Marcobrunner	„ 31	...
„ „ Forster Traminer	„ 34	...
„ „ Rudesheimer	„ 26	14 0
„ „ Hochheimer	„ 23	12 8

SHERRIES.

Amontillado, very choice and superior ....Rs. 32 0
Amoroso, very choice, full flavoured, soft, pale .... „ 28 0
Sherry, Green seal, full bodied, light gold colour, nutty and dry .... „ 22 0
do. Blue seal, extra pale, and dry and delicate............ „ 22 0
do. Brown seal, very pale, dry and delicate .... „ 22 0
do. Yellow seal, pale and dry, an excellent Dinner Wine .... „ 18 8
do. White seal, an ordinary Dinner Wine .... „ 15 0
Marsala, Virgin Pale .... „ 15 8
East India Madeira, (one voyage) very choice............. „ 38 0

PORTS.

	Qts.	Pts.
A 1.—Old Crusted, choice	Rs. 36 0	
A 1 Gold seal, an Invalid's Wine, full & fruity .	„ 30 0	
Black seal, a Dessert Wine—mature	„ 24 8	14 0
Red seal—a good quality Wine	„ 18 0	...

SPIRITS.

Cognac, superior, very Old Pale Black capsule ....Rs. 35
Cognac, superior, Old Pale Yellow capsule.................. „ 22
Cognac, Pale, White capsule .... „ 28
Rum, Superior Old Jamaica, 1st quality .... „ 22
Gin, London Old Tom, 1st quality .... „ 21
Whisky, 1st quality, Irish .... „ 21
„ „ Scotch................................... „ 21
Geneva, in flasks (1 dozen in a case) .... „ 21

LIQUEURS,

The finest : cheap French or English imitations we do not ship.

	Qts.	Pts.
Curacao, finest ; Amsterdam, Orange or White.........	Rs. 40	22 0
Maraschino di Zara, ...	„ 40	22 0
Cherry Brandy, best Copenhagen	„ 30	16 0
Orange Bitters (the best)	„ 20	...

We take shipping orders for wines in wood.

CLARETS, at from £10 (advancing £5 per Hhd.) to £100 in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.

COGNACS, and other Spirits according to age, at per Gallon.

CUTLER, PALMER & Co.,
DEAN LANE, BOMBAY.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET or SOLD, the BUNGALOW No. 147, Malabar Hill. The present occupant will vacate on the 31st May. Apply to the MANAGER, LAND MORTGAGE BANK of INDIA, Limited, Parsee Bazaar, Street.

OFFICE TO LET, the COMMODIOUS PREMISES situated at 25 Church Gate Street, about to be vacated by the Chief Engineer's Department, G. I. P. Railway Company. Apply to WALLACE & Co.

ST. ANDREW'S LIBRARY.

NOTICE.

A COMPLETE BOOK CATALOGUE is in course of preparation ; orders will be registered.

AN AD-INTERIM PAMPHLET, containing Paragraph Notices and Lists of Valuable Books, Instruments, Pictures and Sundries, may be had on application.

THACKER, VINING, & Co.

CHESSON and WOODHALL'S LIBRARY,
No. 11, HUMMUM STREET, BOMBAY,
AND No. 1, EAST STREET, POONA.

NEW BOOKS.

	Rs. a.
Canterbury Tales and Faerie Queen by D'Laing Purves, ...	3 4
Scottish Minstrel, by the Rev. Charles Rogers, LL.D., F.S.A., Scott ...	3 4
Goldsmith's Works ...	3 4
British Dramatists, by John S. Kettie, F.S.A., Scott ...	3 4
Macaulay on Field Fortification. Illustrated with 12 Plates	13 8
Central and Eastern Arabia, by William Gifford Palgrave .	3 11
Wonderful Characters, Henry Wilson and James Caulfield.	4 11
Cent per Cent. A Story by Blanchard Jerrold ...	3 4
A search for Winter Sunbeams, by Samuel S. Cox ...	9 0
Robinson Crusoe, 100 Illustrations, by Ernest Griset ...	4 11
Table Traits, by Dr. Doran ...	4 8
Life in London, Tom and Jerry, by Pierce Egan ...	4 12
Mrs. Beeton's Book of Household Management ...	4 12
Bridgewater Treatises, by Francis Buckland, M.A., Text Vol. I. ...	9 8
Ditto Ditto Ditto Plates Vol. 2..	9 8
Lives of Indian Officers by John W. Kaye ...	4 12
Two Marriages, by the Author of John Halifax ...	2 8
Apostles of Mediæval Europe, by Rev. G. F. Maclear, B.D.	2 8
Cousin Jack. A Domestic Story... ...	3 12
The Dictionary of Daily Wants, A to D, D to P, & P to Z, in 3 volumes ...	9 8
Nirgis and Bismillah, by Hafiz Allard ...	6 10
Seats and Saddles &c.. by Francis Dwyer... ...	4 12
Ritual of Freemasonry ...	2 4
Mysteries of Freemasonry ...	2 4
Manual of Freemasonry	2 4
Bow Bells, Vol. 10 ...	4 8
Reynolds's Miscellany, Vol. XLI ...	3 4
Cassells Popular Educator, Vol. V. ...	3 12
Once A Week Vol. IV ...	4 4
Tinsley's Magazine ...	5 0
Forbes's Persian Grammar ...	8 0
Forbes's Hindustani Grammar ...	6 12
Dr. Forbes's smaller Dictionary, Hindustani and English ...	9 8
Forbes's Hindustani Manual ...	2 0
Translation of the Bagh-o-Bahar, by Duncan Forbes, LL.D.	5 0
Forbes's Bagh-o-Bahar ...	8 0
Forbes's Baital-Pachisi ...	6 0
East Indian Ready Reckoner ...	4 0
Master's Ready Reckoner, edited by John Heaton ...	0 12
The East Indian Calculator, by Thomas Thornton ...	13 2
Newspaper and General Reader's Companion ...	1 12
A Sanscrit English Dictionary, by T. Benfey ...	40 0
Webster's Pronouncing Dictionary ...	2 8
Webster's Dictionary, small size... ...	0 12
Walker's Dictionary, small size ...	0 8
The Student's English Dictionary, by John Ogilvie ...	7 0
Webster's complete English Dictionary, Illustrated and Enlarged Edition ...	20 0
The Griffin's Aide-de-Camp, by Blunt Spurs ...	12 8
Horses and Stables, by Col. F. Fitzwygram ...	9 8
Social Morality, by F. D. Maurice ...	9 0
Picture Natural History... ...	3 2
Ancient Faiths Embodied in Ancient Names, in 2 vols. ...	88 0
Ollendorff's Method of Learning Italian ...	7 8
The Races of the N. W. Provinces of India, in 2 Vols. ...	22 8
Essays from the Spectator, by Addison ...	3 4
History of English Poetry, by Thos. Warton, B. D. ...	6 12
Works of Samuel Warren, in 2 Vols. ...	6 10
Manual of the Ancient History of the East by F. Lenormant	3 8
Thomas Hood's Works, in 8 Vols. ...	25 0
The Seven Curses of London, by James Greenwood ...	4 12
Wealth of Nations, by Adam Smith LL.D., F.R.S. ...	3 4

19th July 1870. CHESSON & WOODHALL.

CAUTION.

STEEDMAN'S SOOTHING POWDERS, for Children cutting their teeth. Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe, in every case, that the words "JOHN STEEDMAN, CHEMIST, WALWORTH, SURREY," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists in Bombay, in Packets.

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET dull without much change.

CALCUTTA.

(From TOULMIN & CO.'S WEEKLY CIRCULAR, July 16.)

WAR is declared between France and United Germany. So far as business is concerned, the Indian staples that will suffer most depress on are Indigo, Silk, and Cotton, but as war now-a-days cannot be of long duration, the depreciation in the values of these staples may possibly not be of a serious nature. Jute, Hides, and Seeds will probably be in good demand, while Saltpe're, with the present very low stock in London, is almost certain to touch a high figure, and should Russia unhappily be involved in the bloody strife, Linseed would inevitably go dearer.

After having made the strictest enquiries as to the extent of the Jute crop of the year, the conclusion deduced from the information received to date, may be summed up thus :—the crop will be much the same as that of last year, possibly it may turn out a little larger, but certainly nothing near the rumours current in some quarters, where it is estimated as 30 to 40 per cent. larger than the crop of last year :—such a result is almost impossible, it must, however, be confessed that the very best information procurable is but a rough and imperfect estimate.

EXCHANGE ON LONDON has fluctuated slightly during the week, but the closing rates remain as quoted last Saturday.

FREIGHTS have continued active all week, and rates have been firmly maintained, with, in some instances, a slight advance : it is not likely, however, that rates will go any higher for the present. An idea is prevalent that new Jute will be abundant this month, but such is by no means likely ; indeed it may not be plentiful in all August, as the crop is very late this year. Steamers for Europe viâ the Suez Canal continue to command full rates, viz., Seeds £3, Tea, Hides, &c., £3-10 ; whereas the rate from Bombay to Liverpool is only £2-8. On the other hand the rate per Steamer for Opium from Calcutta to Hongkong has declined from £12-10 to £7-10, and from Calcutta to Singapore from £12-10 to £5 per ton—these are sweeping reductions indeed. The unfixed tonnage in Port is the same as last week, viz., 21,000 tons, and there are some 30 vessels close at hand.

INDIGO has assumed a serious position this week, and as compared with the good prospects of the growing crop only a week since, proves the unreliability of any estimates of the crop made at this early part of the season :—as a matter of fact the actual outturn may be 60, 80, 100, or even 110,000 maunds, at present nobody can foretell. Unusually heavy rain has fallen throughout the districts during the week, flooding the country and doing extensive damage to the plant. The rivers have risen to a most unusual height, and grave apprehensions are entertained for the Indigo crop, but as yet it is impossible to say to what extent injury has been done.

BENGAL COTTON.—Shippers to England have remained out of the market entirely, and not a single sale has been reported during the week. The Native holders have preferred to make consignments of their stock to China, rather than accept such a decline as would enable shipments to be made to Europe. At a fall of about 12 annas per maund, there would have been buyers ; but war having now been declared, shippers will doubtless be unwilling to buy except at a much greater reduction.

MILITARY.

ARRIVAL.—JULY 20.

Hewett, Lieutenant-Colonel, 22nd Regiment N. I., to join, from Poona.

DEPARTURES.—JULY 20.

Morton, Lieutenant-Colonel, Royal Artillery, on sick leave, to England.
Hume, Lieutenant, Rifle Brigade, on leave, to England.
Innes, Lieutenant, 60th Rifles, on medical certificate, to England.
Gordon, Major-General, Staff, on permission, to England.
Jayaker, Assistant Surgeon, Medical Department, on duty, to Ahmedabad.
Adey, Surgeon, 19th Regiment N. I., on duty, to Bhooj.
Chick, Lieutenant, 1st Madras Light Cavalry, on duty, to Kamptee.
Stock, Captain, 21st Regiment N. I., on leave, to Poona.
Mellersh, Lieutenant-Colonel, Royal Artillery, on duty, to Kirkee.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 8th July 1870.

The Commander-in-Chief in India is pleased to make the following promotion, subject to approval by Her Majesty :—

45th Foot.—Ensign James Skinner to be Lieutenant, by purchase, vice Curtis, who has retired. Dated 28th May 1870.

Cancels Ensign McCleverty's promotion to this vacancy.

The Commander-in-Chief is pleased to make the following appointment :—

1st Native Infantry.—Captain W. M. Molyneux is permitted to retain the appointment of Quartermaster, on promotion to the rank of Captain. Dated 6th July 1870.

The general leave to the 15th October next, to Raneekhet, granted by G. O. C. C. of the 27th May last, to 2nd Captain H. J. Kinsman, No. 3 battery 25th brigade Royal Artillery, is cancelled at that officer's request.

The undermentioned officers have leave of absence :—

Royal Horse Artillery.—Lieutenant D. M. Wilson, B battery, A brigade, from the 15th June to the 15th October, to proceed to Murree and Cashmere, on private affairs.

11th Hussars.—Captain R. H. Verschoyle, to Bombay, for one month, and to England, for fourteen months from date of embarkation, on private affairs.

Lieutenant A. C. Gardner, to remain at Mussoorie, from the 14th June to the 30th June, on medical certificate, in extension of privilege leave.

21st Hussars.—Captain G. F. Smith, to remain at Simla, for one month, on medical certificate, in extension of privilege leave.

Royal Artillery.—Colonel D. Reid, 25th Brigade, to Assam, from the 12th May to the 12th September, on private affairs.

Captain and Brevet Colonel J. F. Pennycuick, C.B., D battery, 8th brigade, to remain at Nynee Tal, from the 15th July to the 15th October, on private affairs, in extension.

2nd Captain R. L. Tottenham, E, battery, 8th Brigade to Bombay, from the 23rd June to the 23rd July, to appear before a medical board.

2nd Captain P. B. Raikes, No. 4 battery, 25th Brigade, from the 16th August to the 15th October, to proceed to Murree and Cashmere on private affairs.

Lieutenant G. F. Wilson, No. 3 battery, 22nd Brigade, to remain at Darjeeling from the 4th July to the 15th October, on private affairs, in extension of privilege leave.

1st Foot, 2nd Battalion.—Lieutenant E. A. Morant, to remain at Doclalee, from the 16th May to the 3rd June, on medical certificate, in extension.

3rd Foot, 1st Battalion.—Lieutenant T. E. Spencer, to Mooltan and Murree, from the 15th July to the 15th October, on private affairs.

7th Foot, 1st Battalion.—Major J. M. Clayhills, to England, on private affairs, for six months, from date of embarkation.

19th Foot, 2nd Battalion.—Ensign W. F. H. Grey, to the Eastern Districts, Bengal, from the 30th June to the 30th September, on private affairs.

25th Foot, 2nd Battalion.—Lieutenant G. M. Shirley, Instructor of Musketry, to Nynee Tal, from date of leaving regiment to the 30th September, on private affairs.

59th Foot.—Captain J. T. Rand, to England, for fifteen months, from date of embarkation, on private affairs.

Captain L. A. Powys, to England, for fifteen months, from date of embarkation, on private affairs.

85th Foot.—Captain E. M. Beadon, to Dalhousie, from the 18th June to the 15th October, on medical certificate.

103rd Foot.—Lieutenant E. G. P. Wood, to England, overland, from date of embarkation, to appear before a medical board.

Head Quarters, Simla, 9th July 1870.

The Commander-in-Chief is pleased to make the following appointments :—

12th Bengal Cavalry.—Lieutenant C. Egan, 2nd Wing Subaltern 33rd Native Infantry, to be 2nd Squadron Subaltern, vice Durand, whose services have been placed at the disposal of the Punjab Government. Dated 7th July 1870.

18th Native Infantry.—Captain H. R. Wintle, late 28th Native Infantry, to be 1st Wing Subaltern, vice Hailes, appointed Quartermaster to the 19th Native Infantry. Dated 5th July 1870.

40th Native Infantry.—Lieutenant H. D. Hutchinson, 2nd Wing Subaltern, to be 1st Wing Subaltern, vice Wilcox, who vacates on obtaining leave to England. Dated 5th July 1870.

The general leave to Nynee Tal, to the 15th September, granted to Lieutenant J. F. Lee, Musketry Instructor 55th Foot, by G. O. C. C. of the 1st ultimo, is cancelled at that officer's request.

Assistant Surgeon J. C. Shaw is confirmed in the medical charge of the 17th Native Infantry.

Assistant Surgeon G. Griffish is confirmed in the medical charge of the 31st Native Infantry.

The following orders are confirmed :—

Allahabad Division Order, dated the 13th June, directing all reports of the station of Benares to be made to Major A. Irvine, Bengal Staff Corps, vice Colonel Waterman.

Fyzabad Brigade Order, dated the 14th April last, appointing Assistant Surgeon T. Orton to the medical charge of the 3rd Native Infantry, in addition to his other duties, from the date Assistant Surgeon A. F. Richmond may avail himself of his leave.

Cawnpore Station Order, dated the 19th May last, placing Assistant Surgeon R. C. Sanders, M.B., 10th Native Infantry, in medical charge of the Station Staff, vice Staff Assistant Surgeon W. Wakefield, M.D., Royal Artillery, resigned.

Benares Garrison Order, dated the 18th August 1869, directing Surgeon R. H. Perkins, 5th Native Infantry, to afford medical aid to the 19th Hussars, with effect from the 17th idem, in addition to his other duties, as a temporary arrangement, during the illness of Surgeon B. Burland, M.B.

Dated the 2nd April last, directing all reports of the station to be made to Colonel T. P. Waterman, Bengal Staff Corps, vice Colonel G. A. Fisher, proceeded on sick leave.

13th Foot, 2nd Battalion.—Regimental Order, dated the 4th May last, appointing Lieutenant W. J. Boys to officiate as Interpreter, in addition to his other duties, vice Ensign E. E. Money, with effect from the 5th idem.

19th Foot, 2nd Battalion.—Regimental Order, dated the 30th April last, appointing Captain W. S. Hunt, Interpreter, with effect from the 28th idem, vice Lieutenant C. Barton, proceeded on leave.

41st Foot.—Regimental Order, dated the 2nd May last, appointing Lieutenant H. H. Kelly to officiate as Instructor of Musketry, with effect from the 1st idem, vice Captain A. H. Warner, who resigns.

38th Native Infantry.—Regimental Order, dated the 16th April last, appointing Ensign T. H. Goldney, Quartermaster, to officiate as Adjutant, in addition to his other duties, vice Captain and Adjutant L. Macdonald, proceeded on leave, there being no other officer available.

SHIPPING.

ARRIVALS.

July.	Vessel.	Commander.	From.
20	Flora	Sharer	London, March 24.
	H. M. S. Sir John Lawrence........	Barrow	Calcutta, May 19.

DEPARTURES.

July.	Vessel.	Commander.	Destination.
2	Deccan (s)	Rennoldson ...	China, &c.
	China (s)	Steward........	Aden and Suez.
	Victoria Nyanza.....	Jones	Moulmein.

The following vessels obtained their port clearances yesterday :—

Ship Cavalier, Knight, to Johore.
Ship Accrington, Christie, to Calcutta.
Ship Southern Belle, Benson, to Colombo.
Ship Phillipine, Nacoda, to Mozambique.

The steamer Golconda, to Aden and Suez, began to load yesterday.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATHS.

KER—July 20th, at Breach Candy, of convulsions, Matilda FitzGerald, only daughter of John Ker, Esq., C.E.

MERWANJEE SORABJEE—July 19th, at his residence, in the Fort, Todd Street, Dr. Merwanjee Sorabjee, Graduate of the Grant Medical College, aged forty years, of liver complaint.

MADRAS.

BIRTHS.

MELLOR—July 7th, at Secunderabad, the wife of Sub-Conductor T. Mellor, Ordnance Department, of a son, still-born.

WARDEN—July 11th, at Bangalore, the wife of Major J. H. Warden, Staff Corps, of a daughter.

MARRIAGE.

WALKER—WHITBY—July 13th, at Poonamallee, by the Rev. Mr. Trotman, Mr. J. H. Walker, Subordinate Medical Department, to Louisa Rae, eldest daughter of Mr. J. Whitby.

DEATH.

MELLOR—July 10th, at Secunderabad, Georgiana Mellor, wife of Sub-Conductor T. Mellor, Ordnance Department, aged 37 years and 11 months.

NORTH-WEST PROVINCES, &c.

BIRTH.

HARCOURT—July 15th, at Delhi, the wife of Captain P. H. Harcourt, Royal Artillery, of a daughter.

DEATH.

RICHARDSON—July 15th, at Arail, Allahabad, Ellen Durie Innes, the infant daughter of Dr. and Mrs. Richardson, aged 9 months.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All communications respecting advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette

THURSDAY, JULY 21, 1870.

IT is no news to tell us that England will maintain strict neutrality and pass an act to enable her to prevent German or French Alabamas from stealing out of the Thames, the Mersey, or the Clyde. England will not go to war with any Continental power until she has been humbled to the dust, or until a blow is struck imperilling the independence of Belgium or the safety of Constantinople. The offer of mediation was just a little homage to the Cant of the day which has injured our position in Europe and is sapping our hold of India. England, in deference to Cant, need not have incurred the risk of suffering the humiliation of being told to mind her own business, or the worse humiliation of mediating and having to retire from the green table after her impotence had been demonstrated. No doubt the Continental Governments, and all others whom it may concern, will make a mistake if they suppose that England has fired her last gun and will not fight any more. But it will take a great deal of provocation to make her fight. She will not act as one of the champions of public principle ; she will only wage war in her own defence. If Russia has really joined the Germans, and it seems now to be doubtful, England, looking to the future, probably acted a politic part in standing aloof as a neutral ; because no one can foresee the consequences of Russian intervention, and we have too much at stake to act hastily. Nevertheless, under the circumstances, though the bearing of England may be calm, we fail to see that it exhibits much dignity. When France assumes the right to dictate European arrangements at her own pleasure, and goes the length of provoking a war to enforce her dictation, to abstain from marking your sense of the proceeding may be good policy, but it is nothing more. The English Government does not think it expedient to join in the war and should say so, instead of prating about its own dignity and calmness.

Both the combatants are acting with dignity and vigour. The Emperor of the French will take the Prince Imperial to undergo that ceremony dear to all Frenchmen, *le baptême de feu* ; and he will have for advisers Macmahon, Bazaine, and Canrobert. Of these three, Canrobert has the weakest head, but certainly not the least loyal heart. Macmahon enjoys the widest reputation, alike as a theoretical and executive soldier. Bazaine is an able man who performed well his ungrateful task in Mexico. All are Algerians. If the Emperor joins in the middle of this week the ball will soon be opened. On the other side we have heard of no appointment save that of the Crown Prince, a man of capacity and scientific training, who has a great deal of the Hohenzollern in his composition. He, it is said, will command the South German army, a phrase which leaves it doubtful whether the army of the South German states only is meant, or not. Probably Prince Charles will command the army of the Rhine, while the King and von Moltke watch over all. The breaking down of the Kehl bridge, and the tearing up of the railway on the Lauter, would seem to imply that the Germans intend to fight on the line of the Sarre, carrying the war into Lorraine, in order to keep it out of South Germany. Before the end of next week, some movement betraying the intentions of one side or the other will probably be made. At present we must display the virtue of patience. The French have gone with a will into the war, having now voted ninety-four millions of francs, as a beginning, for the Army, and eighty-six millions for the Navy, and having raised the contingent of recruits, to be at once called out, from 90,000 to 140,000 men. We shall have to-day or to-morrow the report of what the Parliament of the North German Confederation has done ; but we may be certain that it has heartily supported the Government.

It is still most ominous that Austria is not reported to have spoken a word. Anyway she is in a cleft stick.

THE animosity of the *Friend of India* to Bombay has always appeared inexplicable to us. One would think, to read the Serampore journal, that Bombay was a state which threatened the power of Bengal. There seems to be an impression in the valley of the Ganges that we are all savages, not exactly beneath notice, but not worthy of being treated with fairness. The hostility of the *Friend* extends to almost everything we have here except the intrusive Bank of Bengal. Nobody gets justice. Not long ago the Serampore journal fell foul of His Excellency the Governor, and its undiscriminating use of certain figures, led to a still more indiscriminating abuse of them by the *Pall Mall Gazette*, for which of course the original and inveterate offender was not responsible. The figures attracted our notice. They were so large, that they struck everybody, and provoked much comment. We have done what the *Friend* did not take the trouble to do ; we have looked into the items that make the big telling totals. The *Friend* went off into abuse to which we shall not condescend to reply ; contenting ourselves with showing, by an array of facts, that the Bombay Devil, as usual, is not so black as he is painted by the Serampore Saint.

Take the items as they stand. The first is, Governor and Members of Council £25,606. Of this sum the salary of the Governor, including sumptuary allowance, is the same as that of the Governor of Madras, £13,600 ; a fact the *Friend* might as well have explained, and thus have saved the *Pall Mall* from its stupid blunder. There can be no crime in drawing the salary fixed by law ; but it is an offence to say that it is drawn twice over when it is not, and could not be. Next we have the ambiguous term "Household," and the large figure opposite £15,917. Without knowing what is lumped together under this head, rash gossips in the streets may be excused for lifting up their hands and crying "Where does the money go?" but journalists, especially great statisticians, cannot be so excused. Now it has come to our knowledge that a great many items are included under the comprehensive head of "Household" which would not at first suggest themselves, and many items differently charged in former years. That immense sum of £15,917 includes the salaries of the private secretaries and the surgeon, altogether £3,000 ; also the pay of clerks, office servants, the establishment of Government House, the maintenance of the Gardens, the Band (separately charged until 1860), the barge establishment at Bombay, the lighting and furniture funds, &c. The real household charges with exception to be mentioned, for 1868-9 were of the average rate, the exception being a large sum for furniture, including £3,450 granted by the Government of India towards the furnishing of Guneshkhind, and a sum for the repair and renewal of furniture on the occasion of Lord Mayo's visit to Bombay. Next consider the "Tour Expenses" which reached in 1868-9 the unpleasant total of £9,767. All this money is not spent on making tours in the ordinary use of the word. Whenever His Excellency quits Bombay for Mahableshwur, or Mahableshwur for Poona, or Poona for Bombay, the cost goes down under the head of "Tour." Other expenses naturally arise during and out of the absence of the Governor from Bombay. The Secretaries get extra allowances and their establishments get batta. Add to this office contingencies and the outlay on the removal of offices, including the Governor's, and also the cost of Durbars—there were two Durbars in 1868-9. All these expenses are set down under the head "Tour" by the Government of India. If these were deducted, the actual cost of tours in the ordinary sense, the sense implied by the *Friend*, would be relatively no higher than those in other Governments. For it must be remembered that everything is dearer in Bombay, than, say, in Madras. The cost of labour and service, as we all know, is much higher in this Presidency than in any other.

These explanations seemed to us necessary because the unwarrantable assertions of the *Friend* have gone across to Europe, where there are few, if any, able to detect and expose the abuse of that journal. Many of the charges under the two heads of "Household" and "Tour" are not under the control of His Excellency, and that ought to have been stated. In addition to what we have said, we may add that the year 1868-69 was an exceptional year in every way ; but no hint of that was given by our "candid friend" and remorseless censor. We have given proofs that we are no partizans of His Excellency the Governor of Bombay. No doubt his expenditure might be more economical ; but having ascertained, beyond dispute, the groundless as well as utterly wanton character of the *Friend's* arrogant onslaught, we felt bound to speak the truth, as we shall always strive to do, whether of friend or foe.

THE services of Major Henry Moore, Staff Corps, have been placed at the disposal of the Government of India.

MAJOR E. N. MARSH, Staff Corps, has been allowed furlough to Europe for two years, from the 8th October next, under rule 9 of the furlough regulations of 1868.

COL. R. B. MOORE, Staff Corps, has been granted furlough to Europe for two years, from the date of departure, in September next, under rule 9 of the furlough regulations of 1868.

STAFF ASSISTANT SURGEON H. STANNARD has been brought on the strength of the British troops in this Presidency from the 9th July 1870, the date of his arrival at Bombay.

HIS EXCELLENCY THE GOVERNOR has conferred the title of Khan Bahadoor on Mr. Eduljee Pestonjee, head clerk of the Commissariat office, at Mhow, as a reward for meritorious service.

WITH reference to G. O. No. 273 of 13th April last, Lieutenant E. C. Hart, Royal Engineers, has been raised to increased pay from the 1st January 1870, instead of the date therein mentioned.

COLONEL E. P. LYNCH, K.L.S., Bombay Infantry, has been re-appointed to the Brigade Staff with the rank of Brigadier-General, in succession to Montgomery, who vacates on promotion to Major-General.

REFERRING to General Orders Nos. 266 and 308 of 1870, Lieut.-Col. E. Southey, Royal Engineers, has been raised to increased pay from 10th November 1869, and Lieut.-Col. D. J. Nasmyth, Royal Engineers, from 18th December 1869, vice Trevor, seconded, and Kendall, deceased.

THE High Court N. W. P. passed final orders on the case of the minor, Victoria Skinner, last Saturday. Miss Scanlan, of Mussoorie, was appointed guardian of the person of the minor, and Mr. T. Bailey, of Agra, of the property. The Chief Justice remarked severely on the conduct of the pretended step-father, John Thomas John, and said that he might think himself fortunate the Court did not take further proceedings against him.

THE SIR JOHN LAWRENCE.

THIS Government steamer, about which a little anxiety has been felt, arrived at Bombay safely yesterday forenoon. She left Calcutta on the 19th May for Bombay, and arriving at Madras on the 3rd June, resumed her voyage on the 5th. An accident to her boilers and adverse winds made the rest of her voyage long and tedious. She was at Moha Island on the 27th June, Munendo Island on the 30th, and put into Carwar on the 17th inst.

THE FEMALE NORMAL SCHOOL.

WE hear there is a proposal to remove the Native Female Normal School from Bombay to Poona. Government is understood to be contemplating this step. We cannot at present see adequate reason for such a change. The school is an experiment, and has a better chance of success in a large population like that of Bombay, than it would at Poona. There would probably also be a greater amount of prejudice to overcome in the Deccan. To remove it thither, would just be to begin the experiment again, losing the labour and progress of a year or more ; for it is not to be expected that the present pupils—who number we believe more than a score—would be permitted by their parents to go to Poona. The question deserves to be discussed a little before it is settled.

PUBLIC WORKS EXPENDITURE.

FROM the Administration Report of the Public Works Department in Bombay, for the year 1869-70, we obtain the following figures, showing the imperial expenditure during the year :—

	Original Works.	Repairs.	Total.
ORDINARY EXPENDITURE			
Military	24,10,284	3,90,690	28,00,974
Agricultural	3,53,280	4,82,168	8,35,448
Civil Buildings	10,36,286	2,23,169	12,60,455
Communications	10,88,570	7,08,962	17,97,532
Miscellaneous	3,01,545	23,473	3,25,018
Total works	51,89,965	18,38,462	70,28,427
Establishment	......	......	19,80,773
Tools and Plant.........	......	......	1,02,058
Profit and Loss	......	......	2,506
Total Ordin. Expend..	51,89,965	18,38,462	91,13,764
SPECIAL FUND EXPENDITURE.			
Military	6,08,311	......	6,08,311
Civil Buildings.........	7,27,536	......	7,27,536
Miscellaneous	19,22,862	......	19,22,862
Total works	32,58,709	......	32,58,709
Establishment	......	......	2,10,310
Total Sp. Fund Expend.	32,58,709	......	34,69,019
EXTRAORDINARY EXPENDITURE.			
Irrigation Works......	11,59,874	......	11,59,874
Establishment	......	......	1,14,134
Tools and Plant	......	......	25,206
Profit and Loss	......	......	5,371
Total Extraor. Expend.	11,59,874	......	13,05,585
GRAND TOTAL ...Rs.	90,08,548	18,38,462	1,38,88,368

The cost of Establishment, Rs. 23,23,197, gives a percentage of 18·93 on the expenditure of Rs. 1,22,71,797 ; including contributions the percentage is 18·31.

Of the Ordinary Military Expenditure there was Rs. 19,02,961 laid out on buildings for the accommodation of European troops, and Rs. 1,33,526 on buildings for native troops.

AFGHANISTAN.

ON the 4th instant the Governor of Koorum remitted to the Ameer of Cabul Rs. 4,260, being the blood-money owing by the Toree tribe to the Tazee Kheyl Wazeeris. It gives us sincere pleasure to record the fact that the Toree are in the habit of murdering the Kheyl Wazeeris but we regret that any compensation should have been made.—*Pioneer*, July 18.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

By British Indian Cable.

THE WAR.

STRICT NEUTRALITY OF ENGLAND.

LONDON, 19TH JULY, NOON.

Last night Earl Granville in the House of Lords, and Mr. Gladstone in the House of Commons, announced that a declaration of war had been forwarded by France to Prussia on Sunday. Government, they said, intended to issue a proclamation enjoining strict neutrality, and would introduce a bill giving increased powers to prevent the departure of vessels of war from English ports.

Earl Granville said that Government would maintain a dignified and calm attitude, "which would best enable us to maintain our rights as neutrals and act with perfect justice and impartiality, and, when these clouds give signs of disappearance, would enable us to act with effect for the purpose of restoring peace."

France, he said, had refused offers of mediation by England.

THE COMMAND OF THE SOUTH GERMAN ARMY.

FURTHER HOSTILITIES BY THE PRUSSIANS.

LONDON, 19TH JULY, AFTERNOON.

The King of Prussia, in receiving the Berlin Municipality, disclaimed any responsibility for the present war, and said it was impossible to accept the demands made by France. He dwelt upon the serious nature of the struggle, and the sacrifices that would be involved thereby.

The Crown Prince of Prussia has been appointed Commander of the South German Army.

The Prussians have cut the bridge over the Rhine at Kehl.

The French Chambers have voted a further credit of 440 million francs for the army and 70 millions for the navy.

The French contingent has been increased to 140,000 men.

M. Savelon replying, in the Senate, said that France would need the aid of her children in the present struggle.

OPENING OF THE NORTH GERMAN PARLIAMENT.

PROBABLE NAVAL ENGAGEMENT.

LONDON, 20TH JULY, NOON.

At the opening of the North German Parliament at Berlin yesterday, the King of Prussia declared that Germany had been unconcerned in the candidature of Prince Leopold of Hohenzollern. He compared the Emperor Napoleon's disregard of the blessings of peace to the conduct of the first Napoleon, but he said Germany was no longer divided, being now able to repel aggression.

The responsibility, the King continued, rested with the ruler of France in exciting the legitimate national sentiment of the French people (sic) for the gratification of personal passions. Germany was only desirous of a durable peace and God would be with her.

The French papers reproach Mr. Gladstone and Mr. Disraeli for the tone of their speeches and demand a sincere neutrality.

There is no truth in the rumours now current that England has joined France.

Cannonading has been heard to-day off the coast of Holland.

CORRECTION.

In the telegram issued yesterday, stating that "Russia had joined Prussia," the word "rumoured" was omitted in transmission from London to Bombay.

SUICIDE OF SIR ROBERT HARVEY.

LONDON, 19TH JULY, NOON.

Sir Robert Harvey, the banker at Norwich, has shot himself. His bank has stopped payment.

The Albert Reconstruction Committee have filed a petition in Chancery to sanction their scheme.

REVIEW.

POEMS ; by WRAXALL HALL. Chapman and Hall, London.

OF these poems, one only is a sustained effort. The rest are fugitive pieces, written apparently on the inspiration of the moment and amidst the duties and occupations of everyday life. It is difficult to judge what a poet is really capable of by his lighter verse alone. The "Hours of Idleness" are a very dim reflection of Byron's grander works, and Shelley's short poems give the reader but a faint idea of his real power as manifested in Queen Mab and The Revolt of Islam. Beautiful as are some of the minor pieces in the work before us, yet we are disposed to think that the "Love Story, or the Curse of Creeds" gives us by far the best insight into the feelings and sympathies of the poet and at the same time the best measure of his strength. For our own part we regret exceedingly that the author has not attempted something still more ambitious than what he has now put forth in this poem. The difference between this and the shorter poems is all to the advantage of the former. There is a unity and consistency about the "Love Story," and a harmony and discrimination about the characters, which convinces us that he would attain a still greater success with a longer story and more varied *dramatis personæ*. But it is best that the reader should judge for himself.

Ernest, who has been away in South America for seven years, returns to England, and immediately on arrival is invited by his old friend and school-fellow Leonard to visit him in the country.

"Dear friend, I greet thee back to thy old home
* * * *
And I will beg that not a few tame miles,
Of English ground be barrier to old friends,
Therefore come! come! Quickly I bid thee come
To our new home among the western hills
Where lagging sunsets steep the weary hours
Folding in amber the tired flowers to sleep.
* * * *
Write word and say the day we may expect
To welcome thee : my sister Kate and I
Will do our best to make the long hours short,
For time here lingers as in good old days,
And every moment has a moment's length
And gives to every hour its proper dole."

This unexpected kindness amidst the gloom in which he is cast at finding his father, mother, brothers and sisters all dead overpowers him—

"Home—what a mockery—Can I call this home
When all around me tells me what I've lost.
Each room is crowded with the ghosts of joy
That mock me even with retreating steps
And their cold solemn eyes—How quiet all!
No loving words or dear responsive laugh,
Or light quick footsteps on the sullen floors,
But the mute pictures hang against the wall
And stare me to the past."

A month goes by and we find him with his friends in a spot of which he says,

"Leonard! I almost envy thee this home,
Where thou canst watch the glories of the heaven
And lap thyself 'midst beauties of the earth.
Oh, there is nought like England for a home,
At least to English hearts."

The old love between Ernest and Kathrine is of course renewed, till he asks her, and she consents, to be his wife. So far their course of love has been smooth enough, but now they enter on its rugged paths. One day the brother, sister, and lover seated in a bower the latter reads aloud a poem in which the poet soliloquising questions the future after death. Both Leonard and his sister are shocked at the doubts expressed, and the former stops Ernest with—

"But let not thought dive into mysteries
That thought can ne'er unravel, waste of mind
To spend its energies upon a night
That hath no beams to guide it. Keep the way
Beaten and trodden by the ages past,
The highways of the centuries to come.

ERNEST—
Ah, then thou wouldst tame down the adventurous soul
That seek'st the byways to explore what lies
Beyond the usual ken. A stagnant world
With the great human heart beating slow time
To the slow age.

LEONARD—
Ah, not so, Ernest. Progress does not lie
In plunging into darkness for the light.
May science ever mighty truths unfold,
Leading the spirit to the gates of day!
But as for the soul's future let it be,
Or take the accepted creed which satisfies,
Or, at least guides, the else vexed multitude.

ERNEST—
Yes, guides and blinds, and narrows up the soul,
Till thoughts, called sin—Say, where would science be,
Had she not burst the shackles of a creed,
Springing to God from her own martyr blood.
* * * * *
I see a future dawning on the world,
When the great human soul will look amazed,
Back on the factious dull theologies,
Ruling the present with their despot sway.
I know then must the true millenium come
When souls, unfettered by the warring creeds,
Shall own an universal brotherhood,
Together marching to truth's holy fane !

KATHRINE (*alarmed*)—
Oh Ernest, Ernest, say I beg no more.
Let us go in, it's getting very chill,
And see ! the moon is coming up the East
And stars are coldly shining."

Days pass till on a Saturday evening Ernest and Kathrine are again together, Kathrine dwelling on the quiet peace of Sunday and on the consciousness of all nature of the approach of the Sabbath, abruptly asks her lover if he is going to church on the morrow to hear the rector preach. Ernest replies—

"To Church ! My love, I never go to church !
Have I not shown thee in these Sundays past
That nature is the temple where my soul
In silence seeks communion with its God."

This is a sad blow to Kathrine, who hopes to lead him back to God, and pleads—

"Oh that Christ lived my soul bears testimony :
And the long ages gladdened by his faith,
The glorious faith of Christianity.

ERNEST—
Kathrine, the Christian faith is drenched in tears
Weltering in blood of victims of its wrath.
If the New Testament hath unstained page,
It is because no one in power then held
The new formed creed. But the old Scripture see,
With its dread heroes merciless and grim,
Rushing to battle with their god of war.
Did not, in God's name, Samuel cry aloud,
"Spare not! spare not!" And when poor Agag cried
"Surely the bitterness of death is passed,"
He hewed him into pieces before the Lord.
Look at Elijah with his reeking hands
Wet with the blood of the high priests of Baal !
The Christian Church ! read history, and see
It ever wading in a sea of blood ;
Could it be otherwise with such a faith
Whose duty pursues with endless hate,
The poor frail victims of his forming power.
* * * * *
KATHRINE—
Oh hush, hush ! I must not list to thee.
Has not my reverend pastor told me oft
To quench my reason in a trusting faith."

Thus do the lovers go on quarrelling, Ernest pointing out the cruelties which have been practised by all sects, and Kathrine trying to reason but taking refuge in faith. Days pass till again one morning they find themselves together. Here is a glorious apostrophe to Nature—

"Look at the resurrection of the morn !
Doth not old Nature look as fair and young
As though just sprung, created into life ?
List to the hymn of love and harmony
Swelling forth from her deep and mighty heart,
A grand thanksgiving to the silent heaven.
This is the temple of the living God !
Here wearied, fettered, clogged humanity
Beholds Him face to face, and hears His words
Breathing forth everlasting love to all.
At such an hour my heart finds anchorage ;
The great peace of the great eternity
Forestals it in its intellectual calm,
And all the petty cares of daily life
Fade into thinnest mist."

Kathrine cannot but feel the intellectual superiority of her lover, and generously admits all she owes to him in having first taught her to love

"The flowers and birds, and glories of the dawn,
And golden clouds of sunset,"

and in having led her infant steps

"To where the primrose and the violet grew,
To the deep copse shade, where anemones
And blue-bells painted the dark solitude
And wood-doves sobbed for Nature."

Yet for all this she looks upon him as a lost lamb and prays for him accordingly. Ernest reasoning with her says—

"Do I not honour God far more than thou,
By my belief in his all-boundless love,
Where every human soul shall find its rest
In the vast centre of eternal mind."
* * * * *
Kathrine, were Christ to come again on earth,
His sympathising heart and intellect
Would be suffused with the philosophy
That steeps the noble spirits of our age.
The nineteenth century Christians would to him
Appear a marvel, and indeed a shame.
The cross, the sackcloth, and bald poverty
Exchanged for riches, ease, and gay attire.
And the dear privilege of damning those
Who hold a purer and more generous faith.
Oh, how retarded is the human soul
By ever changing dogmas. Suns may burn,
Worlds roll in myriads in the firmament,
Stars rush their splendours thro' the dark of night,
Great comets sail from out eternity,
Yet still the bitter petty strifes go on
Making the curse of creeds."

Kathrine feeling the power and influence of her lover gaining over her, turns her eyes to heaven, when suddenly a milkmaid close by sings a song beaming over with the pure joy of being loved. Ernest asks Kathrine to let that be an omen of their happy love, but Kathrine dreading the consequences of abandoning her faith lest "earthly love should shut her out from heaven," makes up her mind at last and tells him that unless he shapes his faith by hers she never can be his. Ernest is indignant, and exclaims—

"Canst thou expect
The oak to bow down to the willow tree ?
Thy faith ? My faith ? What are our faiths ? Good God !
What are such faiths worth if they separate
Two hearts heaven made for earnest and love !"

In the bitterness of her soul Kathrine exclaims—

"My God ! My God ! Why did we ever meet ?"

To which Ernest exclaims—

"To make each other happy, dearest Kathrine !
Such love as ours is registered in heaven."

Kathrine, however, is firm and breaks with her lover, deciding to dedicate her broken heart to God. While Ernest is pouring out his wrath in a fine passage which we have not space to quote, Leonard appears in the distance, and Kathrine rushes to meet him.

"Oh, take me home! dear Leonard, take me home !
Out of the light ! out of the cruel day !"

A year goes by—a year of separation, but a year of deep thought for poor Kathrine, who in the solitude of her soul at last awakens to the noble spirit of her lover and finds a kindred fire burning within herself.

"Oh ! could I but recall the happy past,
And be my present self, not the poor tool
Of tenets narrow and unreasoning
That sees religion only in a creed,
And God alone in dogmas. Now I know
And feel how nobler and more sanctified
Is he who follows reason God hath given,
By which to force the clouds of ignorance,
And lift him nearer to truth's deity.
* * * *
How it now wearies and now sickens me,
To see the great gregarious human kind,
With individual souls starved and confined
Each in its small coop of theology,
Which fashion's hand hath formed."

The continuation of this passage will not bear curtailment, and we have already perhaps exceeded the limits of quotation. Of course after this conversion of Kathrine to the views and opinions of Ernest, poetical justice demands that the lovers should be united, which they are. We fear we have given but a feeble idea of the power of the poem. It is difficult in the compass of an article to do more than indicate some of its beauties and the loftiness of thought which pervades the work. The subject itself breathes the very spirit of that prevailing but even as yet only half-expressed theology of intellectual England which, with Mr. Maurice at its head, refuses to believe in the ungodly theory of the damnation of souls. There is nothing like an ignoble sentiment about the author. With the largest and bravest of hearts he combines a love and a knowledge of nature which must win the admiration of all who are susceptible to the influences of true poetry. We wish we could give some of the smaller pieces, but space forbids, and we must therefore leave our readers to judge of them from the extracts already given from the longer poem.

TELEGRAPH LINE REPORTS.

KURRACHEE, 20th July, 8 P.M.—Latest dates from United Kingdom via Russia, 19th July, 4-10 P.M. ; via Turkey, 16th July, 2-30 P.M. From Continent of Europe, via Russia, 18th July, 3-35 P.M. ; via Turkey, 19th July, 6-45 P.M. Cable right to Fao ; Turkish line right to Pera ; Lines beyond clear ; Persian line and old Russian route right.

BARODA ADMINISTRATION REPORT.

COLONEL J. T. BARR, Resident at Baroda, has forwarded the following annual general Report (for 1869), on the administration of Baroda, to the Secretary to the Bombay Government in the Political Department, under date the 7th June 1870 :—

Sir,—I have the honour to submit the annual general report on the Baroda administration of the past year.

No event of any consequence occurred during the year affecting our relations with H. H. the Gaekwar.

A few years ago his Highness separated his Police and Judicial Departments from the Revenue, abolished the custom of farms, introduced a Revenue Survey, substituted a fixed money payment in lieu of levies in kind which were taken formerly from the cultivators, and established a large personal share, so that the internal affairs of his State now usually afford few incidents to record beyond the ordinary routine of a peaceful native Government.

The following is an outline of the system of management pursued :—

REVENUE.

One tulatee is employed for each village, and a mehta for one or more villages according to size, and a thandar over a group of ten or more villages.

The tulatees and mehtas are subordinate to the thandar, who again is under the mamlutdar of the whole district or purgunnah.

In each district there is a treasury into which the collections are paid in the first instance and from whence their amount is transferred to the general treasury at Baroda, in charge of the Sir Sooba or Revenue Commissioner of all the districts of the State, and finally to the Durbar bankers.

For the scrutiny of records of districts and auditing the revenue accounts, there are two Sir Kamdars, one for the northern and the other for the southern division, into which the whole of the Baroda districts are divided.

Complaints of cultivators against tulatees come before the superior officials, commencing with mehtas up to the Sir Sooba at Baroda, and a final appeal lies to his Highness the Gaekwar himself.

The land is classed 1st, 2nd, and 3rd according to its nature and degree of fertility. In the Nowsaree Mahul the rates are for first class, Rs. 50 ; second class, Rs. 15 ; and third class, Rs. 5 per beegah.

The soil of Nowsaree is so rich that high as the above rates undoubtedly are, the lands are eagerly sought, and the cultivators are believed to derive a very considerable profit from them.

In the districts of Baroda, Dubhoee, Sinore, Sunkhera, Tullukwara, Kurree, Puttun, Beejapoor, Wudnuggur, Bisnuggur Kheraloo, Attursoomba, Dehgaum, &c., the rates are for first-class, from eight to fifteen rupees ; second-class, from four to six rupees ; and third class, from two to three rupees per beegah.

In the Petland district, which is a very fertile one, and is famed for its tobacco, the assessment is on what is termed the Bhagdaree principle. The Government revenue is realised by a certain number of persons, who engage for the payment of a fixed sum for each village, and are allowed to assess the lands for themselves. The average of assessment is for first-class from twenty to twenty-two rupees, second-class from eight to ten rupees, and third class from four to six rupees. In the Umrella Mahul, in Kattiawar, the levy of revenue on account of the Durbar is one-third of the entire produce, exclusive of a cess of twenty-four rupees per southee or plough worked by four bullocks.

In Okhamundul the assessment is very light on the cultivating class and almost nominal on Wagheers.

POLICE AND FOUZDAREE.

In each village there is a police patell responsible for the rural police. The patell reports to the thandar of his circle, who can fine to the extent of five rupees and imprison for twenty days. He refers cases beyond his powers to the fouzdar of the district, who under the Waiwutdar can fine to the extent of one hundred rupees and imprison for three months. All graver cases are sent up by the Waiwutdar to the Hoozoor Fouzdar at Baroda, who with a deputy is the chief police magistrate.

As in the revenue department there are two Sir Fouzdars for the northern and southern divisions [illegible] who go on circuits of supervision and report [illegible] Hoozoor Fouzdar.

The last appeal lies with his Highness the [illegible] without whose confirming authority no senten[illegible] or imprisonment for life can be carried into eff[illegible]

DEWANEE.

In each district there is a Moonsiff wh[illegible] Waiwutdar disposes of cases up to five t[illegible] pees. Appeal lies with a court constitu[illegible] purpose of disposing of them under the s[illegible] ence of the Minister and of his Highness the Gaekwar.

For the city of Baroda itself there are three civil courts ; a first, second, and third with one of appeal, and in the last instance appeal can be made to his Highness the Gaekwar.

A Nazir carries out decrees. Rules and regulations have been drawn up and printed for the guidance of the several officials employed in the civil, criminal, and revenue departments, and their powers clearly defined.

I am assured by the Durbar that very few of the cultivating class have left Baroda Territory, and that their number has been rather more than counterbalanced by new cultivators who have come in.

Into Okhamundul there has been quite a marked influx of cultivators.

There have been no serious cases of affray, of gang robbery, or of dacoity, and I believe that the police arrangements of the country everywhere afford a fair measure of protection to life and property. In the city of Baroda, densely populated as it is, they are certainly most efficient.

Crops of all kinds were rather above the average of the previous year, and would have been very much more abundant had the bright prospects entertained at the opening of the season been realised ; but later on, flights of locusts made their appearance and damaged the bajree and jowaree crops in the districts of Puttun, Kheraloo, Beejapoor, Wudnuggur, Nowsaree, and Umrellee, and to a slight extent in that of Okhamundul.

For the relief of sufferers from scarcity elsewhere, his Highness the Gaekwar placed a sum of Rs. 15,000 at the disposal of our Government, and besides affording relief from his charitable institutions in the city daily to numbers who came to seek food, he gave employment to those who would accept it in the construction of works of public utility. Thus four important bridges have been in progress over rivers to facilitate communication ; also a metalled road from the city to the palace at Mukurpoora, and several wells have been sunk for irrigation.

I was in hopes some months ago that the tramway from Dubhay to Kurgim would have been converted into a broad guage railway to connect traffic with the Bombay, Baroda and Central India Railway ; but the estimated cost proved to be so great that the project was abandoned.

I have lately, however, consulted with Colonel Trevor, R.E., who encouraged me to suppose that the existing tramway with the present engines and waggons may be repaired and rendered serviceable at a comparatively small outlay, and I have again brought the subject under the consideration of the Durbar.

The Umrellee Mahuls, under the supervision of Lieutenant-Colonel Parr, have continued to be managed satisfactorily ; the people have enjoyed freedom from oppression or exaction, and it is gratifying to know that there is not a single Bahirwuttia out against Baroda authority.

Lieut. Jackson, acting commandant of the Okhamundul battalion, and in charge of the Wagheers and cognate tribes, has efficiently and zealously carried on the measures Captain Scott so ably conducted for several years with the co-operation of the Durbar's local manager, for the improvement of that long disturbed district, and success has been so complete, that those who knew Okhamundul six or seven years ago, wonder at the change, and find it difficult to realize that the Okhamundul of to-day, where all is peace and prosperity, is the Okhamundul of those times, the scene of anarchy and violence.

Violence is now seldom heard of, the Wagheers having settled down into quiet cultivators of the soil, and one company only of British Native Infantry remains at Dwarka.

It must be remembered, too, that this reform has been the result, not of substituting our own rule for that of his Highness the Gaekwar, but of supplementing and assisting the latter with our influence and advice, for the introduction of a policy for administering the affairs of the district which met with his Highness' cordial assent at the commencement and continues to receive his hearty approval from a conviction on his part, based on the good fruits he knows to have been produced ; that the policy is the best that can be pursued, both as redounding to his own credit as Gaekwar and securing the happiness of his subjects and their respect for his Government.

The most valuable feature in the reform is that it may be considered a permanent one, because his Highness regards it as emanating from himself under the auspices of the British Government.

The leading event in the domestic government of the Baroda State was the removal of the late minister, Bhow Scindhia, from office, by his Highness the Gaekwar, as reported in my letter No. 170—1048, dated 26th November 1869, for having in private offered a present in money to my then acting assistant, Captain Salmon, and the appointment of Nimbajirow Dhowlay as officiating minister.

Progressive improvement must always be more or less impeded when there is an incapable minister at Baroda, although the ordinary routine of administration may go on apparently as usual and all look superficially well. The presence of an efficient minister is therefore of such vital importance to the well-being of this State, that I shall not fail to do my utmost to influence the Gaekwar to appoint one hereafter.

Referring to extract par. 5 from a despatch from her Majesty's Secretary of State for India, dated 29th July 1869, No. 40, received by this office with Government Resolution No. 2967, I have the honour to report that the settlement of the Girrass and Wanta claims of inhabitants of the Rewa Kanta in his Highness the Gaekwar's territory has been in progress under the investigation of the Assistant Resident, but proceedings have frequently been interrupted in consequence of claimants having been obliged to discontinue attendance and return to their homes to attend to sowing and harvest operations during those seasons, and the Assistant Resident also has at various times been required to postpone investigations to attend to other pressing duties ; so that as many settlements as might otherwise have been expected have not been completed.

The Boundary Commissioner between Baroda and the Mahi Kanta States will, however, give his undivided attention to the investigation of these claims during the monsoon, when he will remain at Baroda. The whole of his pay will be a charge on the Durbar, and it is to be hoped that few, if any, of the claims will remain unadjusted when he reverts to his boundary duty.

His Highness the Gaekwar naturally views with extreme dislike any proposal to alter the system in accordance with which he has always received his tribute intact since the British Government, on his consenting to give up all direct authority over the tributaries, charged themselves with its collection. He is therefore very averse to have these Girrass dues deducted from his tribute. He has appointed certain half-yearly dates for their payment from his Mahal Treasuries, and declares no delay can take place if those entitled to receive them will duly attend for the purpose within the prescribed time. If it were clear always that these dues are, as complained, purposely kept in arrear, it would be necessary at once to insist upon their being realized by a credit to the Girrassias in their tribute accounts with the Durbar, but in many instances there is reason to suspect that the Girrassias themselves are to blame for not attending to receive them, actuated by the desire of evading the small degree of deference to Baroda, which such attendance is believed to imply ; and by the wish to come even in this matter wholly under Government authority. I have, however, warned the Durbar that if instances of evasion or delay on their part are proved to have occurred, it will become my duty to advise the retention of these dues from the tribute collections.

The asserted right of the Durbar to tax Wanta and alienated lands in Baroda territory, the property of Mahi Kanta and Rewa Kanta inhabitants, has formed the subject of long correspondence with the political officers of those agencies. The Durbar now propose to treat the Wantas and lands in their territory exactly in every respect as similar lands are treated within the British collectorates of Guzerat.

This will, I doubt not, give a fair basis for the proper decision of the question at issue. In accordance with the recommendation of the Bombay Government, the Government of India have relinquished the claim of the British Government against the Gaekwar for forty-six villages of the Wajpoor Turruf.

The claims of his Highness the Gaekwar to jurisdiction over the co-shared villages in the Dhangs have been disallowed after careful investigation.* Transit duty on timber passing from the Dhangs through his long existing Nakas has been confirmed to him. The British Government proposed to guarantee to His Highness Rs. 950 annually, such being the maximum sum ever received by him in one year from the co-shared villages from all sources of revenue ; the average of twenty years to 1862-63 being only Rs. 574-5-7 per annum, if he would withdraw all Nakas in the Dhangs.† Hitherto his Highness has declined this offer.‡

The claim for compensation of Shamrao Ramchunder, a contractor, for railway sleepers, which arose from the Gaekwar's claims for jurisdiction, &c., has so far been disposed of that the Baroda Dur[illegible] been held answerable for all losses the con[illegible] incurred. A sum of Rs. [illegible] has [illegible] ections in the Residen[illegible] [illegible] the Gaekw[illegible] to his Royal Highne[illegible] with the utmost grateful sense of his [illegible] kind reception of him.

On first learning that he would have the honour of seeing his Royal Highness at Bombay, the Gaekwar expressed great regret that Her Majesty the Queen's statue which he had ordered in 1864, to commemorate India having come under the immediate sovereignty of Her Majesty, could not be inaugurated by the first member of the Royal family who had ever visited India ; and he sought my advice in what shape a memorial of his Royal Highness' visit to Bombay might most appropriately be offered. He readily accepted the suggestion of a Sailors' Home, to be named the Alfred Sailors' Home, for which he has given two lacs of rupees, and his Royal Highness did him the distinguished honour of laying the first stone of the building.—I have, &c.,

J. T. BARR, Resident.

* Vide para. 1 of the Government Resolution, No. 3190 of 21st November 1861.
† Vide paras. 5 to 8 of the above Resolution.
‡ Vide Resident's letter No. 133—875, of 23rd September 1860.

HAZAREEBAGH.

12TH JULY.—In continuation of my letter of the 9th current, I regret to have to chronicle the continuation of cholera in the station, other two deaths having taken place in H. M.'s 107th. A portion of the regiment, four companies I believe, are out in cholera camp, some seven miles from here, the hospital tents for the station being pitched in a garden about two miles distance from the lines.

It appears that a number of elephants belonging to the Commissariat Department are suffering from some heretofore unknown disease, two of which died yesterday, making a total of fourteen which have died in the station lately. A dissection, however, has been made by one of our medicos, and the cause of [illegible] discovered.—*Pioneer*.

LOCUSTS ON TH[illegible]

A LETTER from Allygurh [illegible] flights of locusts passed ove[illegible] the Boolundshuhur distric[illegible] citing great alarm among the c[illegible] rain crops, but not doing much more[illegible] The flights—"clouds" our corresponde[illegible] winged their way in the direction of Jounpo[illegible] gurh and Tirhoot, and we hope the planters th[illegible] may escape with no more than a flying visit.—*Pioneer*, July 18.

ON Monday evening (July 11) about half past six o'clock a flight of locusts passed over Lahore. They were flying very low and a number fell in the station. They came from the west and on arriving here appeared to strike off in two directions, north and east.—*Indian Public Opinion*, July 15.

INDIAN ITEMS.

WILLIAM Hatt, a guard on the East Indian Railway, has been committed for trial before the High Court, N. W. Provinces, on a charge of stealing a case of sherry from a train at Mogul Serai ?—*Pioneer*.

LIEUTENANT MASSY is appointed an Assistant Commissioner of the 5th class in the Punjab and posted to the Kohat district. Mr. Homan, Officiating E. A. C., is transferred from the Bunnoo to the Shahpore district as a temporary arrangement. Mr. Fox, head clerk of the Deputy Commissioner's Office, Syalkot, is appointed to officiate as E. A. C. and to take charge of the Treasury, Peshawur, *vice* Mr. Bailey. Mr. Cowan, A. C., Ferozepore, is to officiate as D. C., [illegible]tan during the absence on leave of Major Shortt.

WE hear from Lucknow, under date the 15th, that Mr. Davies, the Commissioner, was to have left the following day for Dalhousie, where he proposes passing his three months' leave. Mr. Fendall Currie has returned to his post of City Magistrate, Captain Newbery reverting to his Assistant Commissionership ; Mr. Lincoln, the Civil Judge, has re-joined, cancelling the rest of his leave ; but Mr. Blennerhasset, who had been officiating, is to remain in Lucknow to prosecute the defalcating Nazir. The call of Rs. 200 per share (*i. e.*, the full unpaid amount) on the contributories of the Oudh Banking Corporation, Limited, has not only not been met, but will be strenuously resisted in appeal to the Judicial Commissioner ; the call being considered both *ex parte* and arbitrary.—*Pioneer*, July 18.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

BOMBAY.

THE SHIP FLORA, 814 tons, Captain J. Sharer, arrived yesterday from London with a general cargo.

VEHAR LAKE.—The height of water at the tower of Vehar Lake on Saturday last was 53 feet 8 inches; on the corresponding date last year it was 49 feet 5 inches. The fall of rain up to last Saturday was 40 inches 51 cents; on the corresponding date last year it was 30 inches 2 cents.

WE regret to announce the death on Tuesday afternoon of Dr. Merwanjee Sorabjee Kharas, a graduate of the Grant Medical College, at the age of forty years. The deceased was one of the first batch of graduates who passed a successful examination in medicine, nearly twenty years ago. At one time he enjoyed a very extensive practice; but latterly, owing to failing health, he had to give it up. His remains were carried to the Tower of Silence yesterday morning.

THE STABBING CASE.—In the Fort Police Court yesterday, before Mr. Nana Morojee, Demedra Hopa, a Greek, a seaman of the ship Golconda, was brought up on remand and charged with assaulting Martin Morris, a seaman of the same ship, with a knife. It appeared that on the 6th inst., the complainant and prisoner had an altercation, when the latter assaulted the former, threw plates at him, gave him a blow and cut his neck with a table knife. The prisoner was adjudged guilty, and sentenced to four months' rigorous imprisonment.

EXTENSIVE FRAUD ON THE FIRM OF MESSRS. W. NICOL & Co.

AT the Fort Police Court yesterday morning, Messrs. William Nicol and William Gilmour Hall, European merchants, and members of the firm of Messrs. W. Nicol and Co., appeared before Mr. Connon, Chief Magistrate of Police, and laid the following information against Narayen Bapshia Senoy, cashier and accountant in the firm, charging him with criminal breach of trust in respect of Rs. 42,000 (forty-two thousand) or thereabouts:—"We are European merchants and members of the firm of Messrs. W. Nicol and Co., carrying on business under that name in Bombay. One Narayen Bapshia Senoy has been for many years past and was up to yesterday in the employ of our said firm of Messrs. W. Nicol and Co., as cashier and accountant; and money of the firm was entrusted to him as such cashier for the purpose of payment of office expenses and disbursements. Money was also received by him for the firm. His pay as cashier and accountant was Rs. 500 a month. From information we received we yesterday caused an enquiry to be made into the actual amounts of the money received and expended by him on account of our said firm, and discovered a deficiency of Rs. 42,000, or thereabouts. It appears from a memorandum in the handwriting of the said Narayen Bapshia Senoy, which was handed to me, William Gilmour Hall, by Bumonjee Hormusjee, a shroff, that on the 13th of March 1869, the said Narayen Bapshia Senoy was indebted to the said firm in the sum of Rs. 36,000. The said sum of thirty-six thousand rupees had been from time to time, by his own confession to us, dishonestly misappropriated to his own use by the said Narayen Bapshia Senoy during many years past. It appears by the said memorandum that the said Narayen Bapshia Senoy has up to the 1st July inst. dishonestly misappropriated to his own use further sums amounting together to Rs. 6,995, or thereabouts, on or about the several dates mentioned in the said memorandum. The said Narayen Bapshia Senoy had no authority, directly or indirectly, express or implied, to deal with the said office money other than for the purpose of the payment of the office expenses and disbursements on account of the firm of William Nicol and Co. We the said William Nicol and William Gilmour Hall charge the said Narayen Bapshia Senoy with criminal breach of trust under sections 405 and 408 of the Indian Penal Code, and pray that a warrant may be issued for his apprehension, and that he may be dealt with according to law."

The Magistrate on the foregoing information granted a warrant as prayed for.

In the course of the day the prisoner was apprehended and placed before the Magistrate on the above charge, Mr. Leathes of Messrs. Leathes and Crawford, solicitors, appearing for him.

On the same day the same informants [redacted] our said firm. Bomanjee Hormusjee, shroff, now present, was also in the employ of our said firm on a salary of Rs. 169 a month as assistant to the said Narayen Bapshia Senoy. As such assistant his duty was to receive and pay cash on the office's account under the superintendence and direction of the above named Narayen Bapshia Senoy. The said Bumonjee Hormusjee, shroff, as such assistant has abetted in the said offence by the said Narayen Bapshia Senoy charged in the said information and deposition. We pray that a warrant may be issued for his apprehension, and that he may be dealt with according to law."

The Magistrate granted a warrant as prayed for. The prisoner surrendered himself.

Both the prisoners were remanded to jail till Wednesday next the 27th.

OFFICIAL REPORT OF RAINFALL AT BOMBAY,

DOWN TO 18TH JULY 1870.

Fall of rain from 9 A.M. Monday, 11th July, to 9 A.M. Monday, 18th July 1870.

Rain Gauge Stations.	Fall of Rain on each day of the Week. Month of July 1870. Mon. 11.	Tues. 12.	Wed. 13.	Thur. 14.	Fri. 15.	Sat. 16.	Sun. 17.	Total for the week.	Fall of rain from 1st Jan. 1870.
Phases of the Moon.			☽				·		
Observatory Colaba ...	1·08	1·09	·86	1·09	·48	1·74	4·34	10·68	36·26
Elphinstone Circle Garden. Gauge No. I	1·80	1·72	·95	·51	·64	4·60	2·39	12·61	42·60
" No. II	1·82	1·65	·96	·50	·64	4·58	2·39	12·54	42·35
" No. III	1·86	1·73	·95	·49	·64	4·68	2·39	12·68	42·57½
Fort George, E. G. H.	2·05	1·26	·80	·51	·64	4·35	1·76	11·37	40·51
Esplanade, Hos. 21st [redacted] N. I.	2·40	1·30	·95	·50	·80	5·43	2·46	13·84	43·46
[redacted] J. J. H.	1·74	1·84	·80	1·04	·34	3·96	3·01	12·73	41·59

[redacted] the Colaba Observatory the day [redacted] night.

[redacted]TEMENT OF THE [redacted]PAL REVENUE.

[redacted]th July, to Saturday, 18th July 1870.

	Rs.	A.	P.
[redacted]	5,073	0	0
Munic[redacted]	31,2[illegible]0	12	9
[redacted]cate Tax	3	0	0
Police Rate	7,337	11	8
Lighting do.	7,337	11	8
Water do.	4,753	7	10
Halalcore Cess	6,909	10	5
Market Fees	4,361	7	0
Fees through Police Commissioner, including Liquor Licenses, &c.	......		
Miscellaneous Fees	991	2	0
Fines and Penalties	253	12	0
Town Duties	12,935	10	0
Duty on Tobacco and Snuff	2,800	0	0
Total Rs.	84,334	5	4

W. MAIDMENT,
Controller of Municipal Accounts.

WEATHER REPORTS.

VINGORLA, 20th July, 10 A.M.—Weather cloudy, wind south-west, thermometer 78, rainfall 62 cents.

CARWAR, 20th July, 10 A.M.—Weather cloudy, wind light-south, thermometer 75, barometer 29·88, rainfall 40 cents.

CANNANORE, 20th July, 10 A.M.—Weather cloudy, wind south-west moderate, thermometer 76, barometer 29.930, rainfall 7 cents.

TUTICORIN, 20th July, 10th A.M.—Weather fair, wind south-west, thermometer 83, barometer 29·84.

MANGALORE, 20th July, 12 P.M.—Weather fair, thermometer 81.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.—20TH JULY, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 19th July, 3-55 P.M., Greenwich time. Time in transit, 10 hours 22 minutes.

Via Turkey, 16th July, 1-50 P.M., Greenwich time. Time in transit, 92 hours 25 minutes.

Via Red Sea, 19th July, 5-55 P.M., Greenwich time. Time in transit, 17 hours.

Latest dates from Continent of Europe.

Via Turkey, 19th July, 6-45 P.M., Greenwich time. Time in transit, 15 hours 45 minutes.

Via Red Sea, 19th July, 10-25 P.M., Greenwich time. Time in transit, 15 hours 31 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 19th to 9 P.M. of the 20th July is as follows:—

To Bombay	Max.		Min.	
From Kurrachee	3	22	0	3
" Calcutta	11	57	0	40
" Madras	3	22	0	29
" Galle	6	35	1	48

THE AURORA FRAUDS.

TRIAL OF THE PRISONERS AT THE SESSIONS.

THE hearing of the charge against Harriott, Elmstone and Whitwell was resumed in the Criminal Sessions before Mr. Justice Bayley on Tuesday. The Advocate General (Mr. Scoble) and with him Mr. Farran appeared to conduct the prosecution; Elmstone and Whitwell were represented by Mr. Starling and Mr. Latham, instructed by Messrs. Thacker and Chalk; Harriott by Mr. McCulloch, instructed by Messrs. Dallas & Co.; and Marks by Mr. Ferguson, instructed by Mr. Cleary.

The hearing of the evidence for the prosecution was proceeded with.

MR. A. C. GUMPERT.

By Mr. Farran—I am agent for a German Insurance Company—the Algemeine Versicherungs Gesellscheft Fuer See, Flues, und Land Transport in Dresden. I effected policies of insurance on cargo by the Aurora. I effected a policy on 100 bales of cotton shipped in the name of Govinda Dewjee at £18 a bale, equal to Rs. 18,000 (Shown memo.) This is a memo. dated 16th June, from Elmstone, Whitwell and Co. to Messrs. Gumpert and Co., saying, "The holder of the policy of insurance on 100 bales of cotton per Aurora in the name of Govinda Dewjee is the Agra Bank." I received this memo. from Elmstone and Whitwell in reply to a letter I sent. The price of fair Dhollera in May and June last was £18 or £19 per bale.

MR. LAWRENCE PIRES.

By the Advocate General—I am a clerk to Messrs. Forbes and Co. On 28th May I sold to Mr. Whitwel £35 worth Bank of England notes. I know prisoner Whitwell by sight. There were two £10 notes and three £5 notes. I know Charles William Brown. On 3rd June I sold to him £400 worth of Bank of England notes, in £10 and £5 notes, though I cannot say how many of each. He paid for them in currency notes—four of Rs. 1,000 and three of Rs. 100. I have not taken the numbers of the Rs. 1,000 notes; they were handed over by me to the shroff, named Framdas Nathoobhoy. I have to do with making up the balance of cash at the end of the day. When making up the balance I took the numbers of the Rs. 1,000 notes which had come during the day. Among the Rs. 1,000 notes so numbered I found a note numbered 18,087, and another for Rs. 1,000 numbered 20,278.

GEORGE ANDERSON.

By Mr. Farran—I was mate of the ship Aurora, which sailed under the English flag. She belonged to London. She came out here in the early part of this year from Liverpool. She was consigned to Geo. S. King & Co., I believe. She was laden with coals. She was an old ship of 1,155 tons. She commenced to take in cargo on 10th March. She took in cotton, wool, coir, and nuts. She completed her cargo on 9th June. She sailed on 11th June about ten o'clock in the morning. Next morning at 11 o'clock the ship was about fifty miles off the port. The pilot had left, and we were standing out to sea. We were out of sight of land. I had been on watch from four to eight o'clock that morning. All went well on my watch, and no signs of fire had been observed. At the end of my watch I went to call the second mate, and after I had called him and when I was at the cabin door I thought I heard a sound as if a block had fallen far forward. It was a dull sound. I then heard somebody singing out. After I heard the singing out I went aft and saw smoke coming out of the binnacle. I saw Captain Harriott. As soon as I saw the smoke I sung out, "All hands lay aft." I turned round then and saw fire coming out of the binnacle. The binnacle is in front of the wheel. The captain then gave me orders to get the boats out. I went and got the life-boat out and put her in the water. It took about half an hour to put the boat in the water. During that time the flames spread rapidly. The captain made no attempt nor did he give any order, so far as I heard, to put out the fire. The crew, including boys, numbered twenty-three. The wind was very light, and the vessel going about a mile and a half an hour. There was a little swell. When I had put the boat in the water I ran aft to try and save something out of my room. I saved my chest, and then went back to try to save the ship's papers, but could not get in, as the room was full of fire. We lay off the ship in the life-boat for some time watching the ship burning, and then went to a pattimar which was at anchor about six miles off. I did not return to the ship. The captain gave me orders to remain on board the baggalow. Harriott, the carpenter, steward, and four or five men returned to the Aurora, and after about three hours returned to the pattimar. We stayed by the ship till about three o'clock. She was burned to the water's edge when we left, and a blaze right fore and aft. Her masts and everything was gone. We had not dropped the anchor before I left. I have seen Elmstone on board the Aurora twice. I never saw Mr. Whitwell on board.

By Mr. Starling—The Aurora was an old vessel. Coming out from Liverpool she made a little water, but nothing to speak of. We used to pump her out three or four times a day—sometimes more and sometimes less, according to the weather. In rough weather the most I have heard the carpenter say the ship made in twenty-four hours was thirty inches. After the ship left Bombay I don't know whether the carpenter was drunk. I saw him a short time before the fire happened, but I did not see anything wrong with him then. He might have been drinking, though I could not say. For some time after we began to load cargo came quickly, and after taking some in it came slowly till shortly before we were filled. On the morning we left the harbour the men got two or three glasses on getting under weigh. I cannot say the pilot was drunk. He was not incapable of doing his duty. There was not much drink. It was a teetotal ship before. I had two glasses—what *they* called rum.

By the Advocate General—The crew were all capable of doing their duty when the ship left the harbour.

RICHARD WILLIAM MARKS.

On Marks being called, His Lordship asked the Advocate General if a prisoner could be a witness when he was not sentenced.

The Advocate General—Oh yes, my Lord. It is clearly laid down in the case of the Queen against Hinks, heard before fifteen judges, who were unanimously of opinion that a prisoner who pleaded guilty and was not sentenced might be examined either by the counsel for the prisoner or the counsel for the defence.

The Judge—I have seen it done myself, but I have heard doubts expressed about it. I have never had any doubt about it, but I have heard other people express doubts.

The examination of R. W. Marks by the Advocate General was then proceeded with. Witness deposed—I was the carpenter of the Aurora. I know the prisoners at the bar, Elmstone, Whitwell, and Harriott. Harriott was the master of the Aurora. While the ship was lying in Bombay harbour Harriott had several conversations with me. Three weeks before the ship left, it was on a Saturday I think, the captain came on board just as we had finished dinner. He had his dinner, and then he called me on to the poop deck. I went on deck to him, and he said he had something very particular to say to me that he would not say to any one else. He said that Elmstone and Whitwell had made a proposition to him to destroy the ship, and they had offered a sum of money to him to do it. He said, "There's a chance for you now to make a fortune for yourself." He said Elmstone and Whitwell had offered to give me £500 if I would destroy the ship, and that he himself was to have £1,500. He said to me, "Don't look like that and shake your d——l old head," and he spoke about the ship being old, and so on. I did not give him any answer then. This was the first time he had spoken to me on the subject, and I said I could say nothing about it then. The next day (Sunday) I had a short conversation with him again much to the same effect on the same subject and he offered me the £500 again, but we came to no agreement. On Monday we had a conversation and day after day till the Thursday. I did not give him any answer or come to any conclusion about it till the middle of the week, when the captain came on board and spoke about the £500 again, and I said I did not think it was enough, for it was a serious affair to enter into, and I don't think it was above half an hour afterward when Elmstone came on board. I had never seen him before, and I did not know it was Mr. Elmstone. The first prisoner there is Mr. Elmstone. I went forward to my work as he came on board and presently I was called aft by the captain. They went down 'tween decks and I followed them. The captain introduced Elmstone to me and then I knew who it was. Elmstone said that the copper was very much roughed, or wrinkled, and the ship's butts appeared to be very open, and Elmstone broached this subject to me again. We walked about 'tween decks and various plans were suggested by Elmstone and the captain how we were to destroy her. Elmstone then asked me what I thought about it, whether I would do it; and ultimately it was arranged that I was to destroy the ship and receive £600 in Bank of England notes, before the vessel started. While Elmstone was on board there was no definite plan made; various plans were proposed, but none settled upon, no direct plan of destruction was arranged. That was the only time I had any conversation with Elmstone about destroying the ship. I saw him once afterwards but we had no conversation about it. I had a conversation with Whitwell about destroying the ship; I don't remember exactly whether it was the same evening or day on which I saw Elmstone, or the next; it was the one or the other. I saw Whitwell at his bungalow in Middle Colaba. The captain took me ashore. The captain went into the house and left me in the street and brought Whitwell out. That was the first and only time I ever saw Whitwell. The second prisoner is the same person I saw at Colaba. The captain introduced me to Whitwell, and he asked me if I thought I could accomplish this scheme, and I told him yes I thought I could. He said that it was a chance that never happened but once in a man's life, and that it would be a fortune for me. He said that it was a pity it had not been thought of before, for we might all have made large fortunes by it. I don't think Mr. Whitwell said anything more on that subject; he never spoke about any plan. That was the only time I ever saw Whitwell. I did not see him again before the ship sailed. I received, a day or two after seeing Whitwell, from the captain, £65 in Bank of England notes. The next instalment was I think £20 (a note). The next a roll of Bank of England notes £400. That was only a day or two after I received the money from Captain Harriott. The next sum was on the Thursday evening before the ship sailed. She was to have sailed on the next day Friday, the 10th but she did not sail till Saturday. The captain paid me £40 in Bank of England notes and Rs. 350 in currency notes, and I had a paper given to me which was lost in the vessel. It was a memorandum to show me that discount at 12 annas on the pound had to be deducted, so that I had only to receive £567 instead of £600 promised. I sailed in the ship as carpenter. On Sunday morning, 12th June, about 7 o'clock, there was a smell of turpentine in the lazarette, and a boy was sent down to see what it was. Soon after the boy went into the lazarette I went in, and saw a wet mark on the sail, which I thought was turpentine. The lazarette is a store-room in the space between the wheel and the captain's cabin. Sails, bits of rope, paints, oils, flour, oakum, and other things are stored there. When we left home we had a five gallon tin turps, and we had used about two-thirds, so that there was about a gallon and a half when we left Bombay. When I went into the lazarette the boy had the turpentine tin in his hand, and between us we stowed it and other cans, so that they should not roll down. I could not say what the wet spot on the sail in the lazarette was caused by—whether by turpentine or anything else, but I believed it was turpentine. The boy and I left the lazarette together. I afterwards went back alone to the lazarette about an hour afterwards I was going to the medicine chest to get a seidlitz powder. I lit a match, and lit a piece of oakum and put it into the lazarette. It was a small piece of oakum about the size of a handkerchief, and when I threw it in there was an explosion. I did not go into the lazarette, but just opened the door, which was low, so that I had to go on my knees. I had lit the match in the lobby, where the medicine chest was. I jumped up immediately off my knees when I heard the explosion, and went into the cabin, which was about three yards off. I then went on deck. At the moment of the explosion I heard the man at the wheel call out something—I don't know what. When I got on deck I saw fire coming out of the skylight of the lazarette. There was no attempt to put the fire out. I went off in the lifeboat with the rest of the crew. I did not go on board the pattimar, but after we had put some of the crew on board the pattimar I went back to the ship. When I went back to the ship, the captain and the sail-maker and myself, and, I think, another man or two, went up the side of the ship, of which all the after-part was burned right away. If any means had been taken when the explosion took place the fire might, I think, have been put out. I mean if the parties on board were not too excited. When we went on board after being to the pattimar the sails were all burned off the mizen-mast—in fact the mizen-mast must have gone itself. The other masts were still standing and the sails still set. It was then nearly a calm. When we got on board the captain called the sail-maker and me to chop away to let go the port anchor. I chopped the shakling, and the anchor went down. I think about forty fathoms of chain were paid out. I think the anchor struck the bottom, for when I looked over the bow I saw mud rise. I let go the jib halliards, and cut away the jib sheets. That is all we did. We found the fire was burning strong to the midships. Two hours and a half or so had elapsed from the time I threw in the piece of oakum to the time we got back to the ship. We took some water and some little things into the boat. I saved some tools, and the Rs. 350 and eight sovereigns; the £50 I lost. Some of the men saved their clothes. I sent about £470 to England. The pattimar was brought down to us by the men about one or two o'clock on the Sunday, and we went on board the pattimar, which remained within a mile of the Aurora till about three o'clock next morning. I did not see the Aurora in the morning. I saw the ship till about twelve o'clock on Sunday, not after. When I last saw her she was burning. (Shown model of the after-part of a ship.) That model was made by me. (Witness here explained the position of the lazarette.)

By Mr. McCulloch—I have been at sea more than twenty years. I have been in the Aurora about two years and eight months, ever since she was bought by her late owners. I have been employed by them about seven years. Harriott joined the ship the same day I came down from London to join her, nearly three years ago. I was with Harriott in the Aurora on her voyage here last year. He was then first officer. The captain was named Walker. I know Captain Walker signed bills of lading for cargo in advance. I know from his telling me. Harriott, who was first officer, knew also; he and I used to talk about it. In that case the cotton was all put on board, and no dispute arose about it. I learned from Harriott in this voyage in April that he had signed bills of lading in advance. He spoke of it at table on several occasions. He said many times he was anxious that the cotton did not come forward for which he had signed bills of lading. He was troubled about it. I recollect telling him several times to take care; that the natives had longer heads than he, and he would get into trouble about it. He seemed alarmed, nervous, and excited when I told him so. At the interview I had with Elmstone and Harriott the various plans I spoke of were with reference to destroying the ship. I hardly know if the word sinking was used, but scuttling was mentioned. I don't know the word, but it was to the effect that the ship should not reach home in some way or another. We talked about her being an old ship, and the butts being very wide, and that the ship worked. There was never any suggestion by any one in these conversations that the ship was to be destroyed by fire. It was not contemplated at that time that the ship was to be destroyed by fire. Before I left I led Harriott to believe that I had scuttled the ship and plugged her, but I had not done so. I told him I had got the place cut out and stopped, and ready to be used whenever he gave the order. I never told him the contrary till after the loss of the ship. He thought it was so. On my oath I had not scuttled the ship. I had sent home a communication with reference to this matter to my wife, directing her to forward it to the owners—Walker and Son, of London. That said that things were going on in a very strange way. I said, "I don't say any more, for if the owners don't understand this they ought to." When I wrote this letter I did not intend to carry out this plan for destroying the ship. During the outward voyage here I had been a teetotaler from Liverpool. I never drank spirits or beer. On the Saturday we sailed, the captain asked me to have some grog, and I drank enough to excite and confuse me. The captain also had been drinking. The pilot made a mess of getting the ship away; and the captain appeared up to the sinking of the ship in a very excited state. The idea of firing the ship did not occur to me till a minute before I did it. My head was bad when I turned out that morning, and the captain gave me two or three glasses of brandy from the time I turned out. I drank the first glass about half-past 6, and I drank all that I did drink between the time I got up and the time I went for the seidlitz powder. When I went for the powder I had not the slightest intention of setting fire to the ship. I went to get the bottles to make the stuff, and I got a wrong bottle, and when I was taking this bottle back to the medicine chest the idea struck me all of a sudden. There were coals stored on one side of the lazaretta, quite close to the oils and paints. There was a passage running along the portside, and communicating by a door with the lazarette, and filled with coal. I have known several instances of vessels laden with coals having blown up by gas from the coals. On the outward voyage the ship at times, in rough weather, made a good deal of water. She was an old ship, and her butts were open. The most water I ever sounded in her on this voyage was four feet, and several times she had three feet. In discussing the matter with Elmstone and Harriott it was suggested that if we had the luck to meet bad weather and did not take any means to prevent it, the ship might go down by herself. My wages was £6 a month. I am a married man, with a wife and children. £600 is a larger sum than I could hope to save with any amount of self-denial, and would be a fortune to me. Harriott is a married man.

By the Advocate General—After we got to Bombay I found two or three bad places in the ship through which the water had come on the voyage out. I stopped them up, and tried to make the ship as tight as possible. The coals in the passage way on the port side would be about ten or twelve tons. These coals were for consumption on board, in the cooking galleys. The cook had two lockers forward, and two lockers in his galley with coals to use before he went to his gallery. The coals in the gallery was expressly for home use. There were two or three planks nailed together at the end of the passage next the lazarette. There was no ventilation at all. These two or three planks were between the coals and the lazarette. Between the coal store and the cabin. By the explosion the door flew back, but it could not throw me down, for I was already on my knees.

Whilst giving his evidence Marks frequently was unable to control his feelings and burst into tears.

MR. CHARLES WILLIAM BROWN.

By Mr. Farran—I am an assistant in Messrs Grindlay, Groom and Co.'s. office. I know Elmstone and Whitwell. At the latter end of May I had conversation with Mr. Elmstone. As Mr. Elmstone was driving me out to Colaba in his hansome on 26th May, he said to me, "I say Brown, you buy notes and sovereigns, don't you?" I replied "Yes, for the firm only, and then only on board the transports." I mean the troopships. He then said, "When will the next troopship be in?" I replied, "Not till after the monsoon, when the trooping season recommences." He then said, "I want some notes. Do you think you could get them for me?" I replied, "Oh yes, easily enough. If you will let me know the amount I will see if we have them in the office." That was all that passed. I saw Elmstone on 2nd June on the same subject. On that day, as I was passing Mr. Elmstone's office on the way to the Custom House, he called me in and said, "I want £400 worth of Bank of England notes. Do you think you could get them for me?" I replied, "No, I do not think there is that amount in Bombay, as I know that there is a scarcity of notes, and the premium is very high, but if you will tell me for whom you want them, I will try." He said "two of our constituents are going home and want the money." I replied "if your constituents are going home, it will be better to take as little money as possible and remit the remainder by draft." He said "my constituents are going to travel and will require all the money." I replied "if your constituents are going to travel, tell them to take a little gold, and the balance in circular notes." I saw Mr. Elmstone next day. He then said he had seen his constituents and had told them what I had said, that they objected to gold because it was too heavy, and to circular notes because they would make a mess of it. "Bring me notes." He gave me no money at that time. I tried to get notes, but did not succeed. I tried my own office first. I then went back to Mr. Elmstone and told him I could find no notes. He said, "Have you tried Forbes's?" I replied, "No." He then said, "I hear they have some." I said, "If you know where the notes are, why don't you go and get them?" He replied, "Because they will sell them cheaper to you than to me, as you are frequently buying notes." I went to Forbes & Co. on that day, 3rd June, and found they had the notes. I then went to Elmstone for the money, and he gave me Rs. 4,300 in Indian currency notes. I took the notes and paid them to Forbes & Co., and handed over the Bank of England notes to Elmstone. I got £400 worth of Bank of England notes, in notes of £5 and £10. I did this for Mr. Elmstone as a friend.

MR. F. H. SOUTER.

By Mr. Farran—I am Commissioner of Police in Bombay. Prisoner George Harriott was in my custody. While in my custody he made a statement to me. That statement was made voluntarily. I distinctly explained that I could make him no promise or hope before making the statement. I warned him that any statement he might make must be made voluntarily, and that I could hold out no hope to him. That statement was taken down in my presence by Mr. Edginton, Deputy Commissioner of Police. This statement was also read over to Harriott in my presence and also signed by him in my presence, and I attested his signature. The document produced is the statement.

By Mr. Starling—I know Soonderjee Shamjee, a witness in this case. I know when he made an information before the Magistrate of Police. He had been in custody before he made the information or statement before the Magistrate. He had been in custody for one night. He was apprehended on suspicion of being concerned at the destruction of this ship. He was informed of that charge I believe when taken into custody, before he made his statement. He was asked by me and the Deputy Commissioner of Police, Mr. Edginton, if he could give any information, and he made a statement. That was not on the night he was taken into custody but the next morning. He made a statement before me, and afterwards the formal information was laid before a magistrate.

MR. ALFRED EDGINTON.

By the Advocate General—I am Deputy Commissioner of Police in Bombay. I was present when the prisoner Harriott made a statement to Mr. Souter. I took that statement down in writing. I took down the prisoner's own words. The prisoner dictated, and as he dictated I wrote. After we had written the statement, I read it over to prisoner. He acknowledged it to be correct and signed his name to it. This was written in Mr. Souter's private office.

MR. JOHN CONNON.

By the Advocate General—I am Senior Magistrate of Police. The statement of the prisoner Harriott which is attached to the depositions was read over to him by me at the Police Court, and I made this record at the time:—"Police Court, Saturday, the 25th day of June 1870, in presence and hearing of the said George Harriott, who acknowledges the above signature to be his, the whole of the above statement has been made voluntarily and again repeated voluntarily by him this day before me." On the same day 25th June, prisoner Elmstone made a statement to me. That statement was made quite voluntarily, and before giving it I gave him the usual caution, and in the course of his making it I repeated it many times. That caution is that anything the prisoner says may be used against him, but cannot be used in his favour. I took down Elmstone's statement in my own handwriting, and after I had taken it down I read it over to him. It was not in answer to questions in any degree. I wish to make one explanation. The prisoner Elmstone did hesitate from time to time to speak, and I made what I might call suggestions, but never without reminding him that he was under no obligation to make any statements except in the most voluntary way. Elmstone afterwards signed the statement. When Elmstone had completed his statement, Whitwell made a statement. That was made voluntarily, and after I had given him the same caution I had given to Elmstone. I took down Whitwell's statement in my own handwriting, and after I had taken it down I read it over to him, and he signed it.

The statements of the prisoners were then put in.

Mr. McCulloch then asked Mr. Connon a few questions. First, he asked if Mr. Connon in his court did not act both as judge and jury? A. I have summary jurisdiction in my court. Q. You have great experience in watching and discriminating as to the demeanour of witnesses? A. I see a great many witnesses, and always exercise my judgment. Q. You have to act on the opinion you form of their demeanour in giving their evidence? A. I always act on my own judgment. Q. Did you see Harriott at the time this statement was made by him? A. Not when he made it originally. It was produced as a written statement to me, and I read it over to him very carefully. Q. Did you form any opinion from his demeanour? Did he strike you as a man unaffectedly sorry, and anxious to make a full disclosure of all the facts? A. He seemed to be labouring under great depression of mind and spirits. Q. Did he look like a man anxious to state the truth fully? A. Well, I really thought he was stating the truth.

The statements of the prisoners were then read over to the jury, as follows:—

HARRIOT'S STATEMENT.

"I was master of the late ship Aurora. It was to be loaded by the 15th of May, and having signed bills of lading in advance with guarantees from (written by) Mr. Elmstone and signed by the shippers about the 28th of April, I told him I should put the ship into an attorney's hands, and he ~~must let me~~ know who had chartered the ship, when he remonstrated with me and said, 'I could not do better than other ships in the port.' I then stated that, in getting me to sign these bills of lading, I had had no rest since I commenced loading the ship. At that time bills had been signed for Kursondass Madhowdass for 1,000 bales to be shipped on board by the 15th May. At first I wanted to have the date on which they were to be shipped fixed on the 6th of May, but Mr. Elmstone said he would make them pay demurrage, and give me half and take half himself. The amount of the demurrage was Rs. 100 per day. These bales were not on board until 14 days after the 15th May. I went to Kursondass with the charterer to receive this money, and took it direct to the Parsee dubash, when Mr. Elmstone seemed to turn for so doing, wishing me to share it half and half with him. I told him it was my owner's money. About this time I was very anxious to get all the bales on board that I had signed for. He had a bill of lading for 400 bales brought by Soonderjee for me to sign. He (Elmstone) stated that he would ship that cotton himself. After I had signed the bill he stated this. The next day he called on board and said that he was frightened. These shippers were not going to ship their cargo, and he had a conversation with me saying that he could make that all right for me, and make a fortune for me. Previous to that every one aft knew that I had signed bills of lading in advance. The chief officer, second officer, and carpenter knew of it. Mr. Elmstone spoke of my sinking the ship, and asked me who I could get to assist. I did not say anything about it any more that day to any one on board the ship. I went ashore with Mr. Elmstone, and he said to Whitwell in their office, 'I have put a fortune in this young fellow's way, doing good for his owners and himself.' Whitwell said, 'Such chances as that, with such a fast ship and with every thing in his favour to lose the ship, will never come in his way again; but Harriott is not the man for such like work.' Whitwell paid no more attention, but went away, Elmstone talking about it with me, stating that if I did not do such a thing I should break them and my owners. Time passed over for three days and after that three days, I said—'You must give me my cargo.' Elmstone said, 'Don't be a fool, Harriott,' and further said I was a perfect ass, and called Whitwell in. Whitwell said, 'Throw it up, throw it up; I told you Harriott was not the man.' Elmstone said then he had drawn on those bills for 400 bales. I said he would have to put it on board the ship; he said he would do so. I went away, and he came on board the vessel and told me that he was going to buy inferior cotton to put on board, and he stated *that* would be all right for me. The next day he spoke to me, and asked me if I had any confidential man on board who would work with me to sink the vessel. He said, 'What kind of man is your mate?' I told him he was a very decent man, and Elmstone asked me if I could trust him with the secret. He said it would be better for the carpenter to do it if I could trust *him*, and also said he could see his way perfectly clear to make a fortune for us. I spoke to the carpenter stating that I had been led into a trap and they wished me to sink the vessel. The reason for so doing, the charterer, Mr. Elmstone told me, was frightened that the shippers would not put the cotton I had signed bills of lading for on board. Mr. Elmstone stated also, and I told the carpenter, he saw his way clear to make our fortunes. The carpenter said, 'I shall think over this, and if they wish me to sink the ship it shall be done; but I must have the money in my hands for so doing.' There was no more conversation at that time. He said when we next had conversation on the subject, 'Let them give me what money I am to get in Bank of England notes.' Mr. Elmstone came on board the ship during the afternoon of the next day, and stated he wished to have a look round the ship, and see what kind of a man that carpenter was. The carpenter was called down between decks. Mr. Elmstone said to him, 'I will give you five hundred pounds,' but, he says, 'I want to know how you are going to do it?' One suggested one thing, and another another, and I said, 'Mind you, think of the risks, Mr. Elmstone, you have led me into.' I said, 'The carpenter does it for money, but if I do it, it is to get out of the scrape you have led me into.' He said he was astonished to think that I would take a second thought about such an easy thing. There was nothing more said about the money. Elmstone and the carpenter suggested how she was to be sunk, but no determination was come to that day. The carpenter said he would give me his word that any time I wanted he would sink the ship, and all he wanted was the money placed in his hands, which was given to me by Whitwell in his office at two different times. The money was given to me in a piece of paper each time. I did not look at it, but I believe the money consisted of Bank of England notes; as I received each packet, I gave it to the carpenter. The first instalment of this money Whitwell gave me about a week before the ship sailed, and the second instalment about two or three days after the first. Whitwell each time when he handed me the packet asked me to give it to the carpenter, and told me how much it contained. I think there were notes for £400 in the second packet. I did not remember how much Whitwell said there was in the first. About a fortnight before sailing, Elmstone asked me to sign more bills of lading, and said all I had to do was to leave everything in his hands on shore, and trust to the carpenter to lose the ship. Elmstone went over the day of leaving different numbers of the mate's receipts for the bales that had been signed for in advance, and he told me that I was to clear the ship out with his clerk, and there were 6,170 bales mentioned in the manifest, which I did. I do not know how many bales there really were on board the ship, because at the commencement I signed bills of lading—I mean after I had about the first 400 bales on board—for cargo bearing certain marks which was not on board, and they would send other marks without sending bales bearing the proper marks and kept the boat notes back from me. When I asked for them, Soonderjee used to tell me that they were with the parties who were sending the cargo on board, and as Elmstone got these he made them up with me and put them on a file. After they were thus made up, he was responsible for them, and he said he would make all up clearly for me the day I sailed. I received two separate bags of sovereigns from Whitwell, on two different occasions in his office, about a week before sailing. I received the first bag from him about a week before sailing, and the second bag about three days before sailing. When Whitwell gave them to me he said, 'There is the money for yourself.' He did not say how much there was in each bag, and I did not count the money. I took it on board on each occasion and placed it in my desk. This money was part of my share for consenting to the destruction of the ship. Besides this, Elmstone obtained a bill of exchange for £100 payable to my wife. I think this bill was given to me by Elmstone about three weeks ago, and I think also it was from the Oriental Bank. I sent this bill by post to my wife by the mail following. I did not register the letter. I posted it myself. No person other than Whitwell and myself were present when he gave me the sovereigns, nor was any other person present when Elmstone handed the bill of exchange to me. In addition to the money I have mentioned as having received, I was promised by Elmstone that I should be paid a further sum of £1,000 in England by him. He said he was going home soon and would meet me there and pay me the money. I had many conversations with both Elmstone and Whitwell in their office about the destruction of the ship. I several times had conversations with each of them separately, and with both of them together, on this subject. No one belonging to the ship had anything to do with the destruction of the ship but myself and the carpenter. I did not know that Soonderjee Shamjee or any other native had anything to do with this matter. Elmstone told me he would not trust a native with the secret. We sailed, I mean the Aurora and her crew, on the eleventh instant. I had no conversation with the carpenter about the destruction of the ship after the anchor was weighed. I did not know that the ship was to be destroyed by means of fire. When the fire broke out I was asleep in my cabin. When the alarm of fire was given I thought the carpenter must have set the ship on fire, and I therefore took no steps to extinguish it. The fire burned very rapidly. On the second day of our arrival in Bombay after the ship had been burnt, I said to the carpenter, 'You must have set the ship on fire.' He said, 'No, you may think I did it, but I did not.' About two days after we came back to Bombay I was in the dubash's office, the carpenter was there also. Elmstone came in and said to me, 'I want to see the carpenter.' The carpenter was standing close by, and Elmstone at that moment saw him and entered into conversation with him. I went away. I heard before I went Elmstone say to the carpenter, 'What have you done with those notes?' I did not hear the carpenter's reply. When I said I went away, I mean I left the spot at which they were standing, but I remained in the dubash's office. I saw Elmstone afterwards, and he said, 'It is all right, the carpenter has sent the notes home.' I said, 'You have entirely led me into this.' and he replied, 'You are all right; keep your heart up,' or something like that. Before Elmstone came into the dubash's office that morning the carpenter told me he had sent home the bank notes I handed to him. He said he had sent them by post in five different envelopes."

ELMSTONE'S STATEMENT.

"I am a ship broker in Bombay. I came in contact with captain Harriott of the Aurora some weeks ago. I went to the dubashes (Framjee and Nusserwanjee), and I saw the captain there. It was there arranged between us that the ship should be chartered from Bombay to Calcutta; that charter-party was signed. A day or two afterwards Harriott came to my house, wishing that charter-party cancelled, as he had received instructions from his owners to load for England. I got that charter-party cancelled and got another charter for Liverpool. The captain received some cargo on board. He was then asked by Soonderjee Shamjee in my presence to sign some bills of lading in advance, which he did afterwards upon receiving a guarantee to the effect that the goods would be put on board, or £20 a bale allowed for their not being put on board. This sort of transaction was repeated by the same parties. The ship did not get on with her loading very quickly. The captain (Harriott) came into the office one day and said if they did not come on quickly with their cotton he would for £500 take her away and sink her. I went round with the captain to see one Manockjee Kaka about sending cotton on board. Manockjee Kaka had guaranteed to ship cotton. Manockjee promised to put on board cotton the next day. He did not ship for days after that. In the meantime the captain said the ship was very old and opened up her butts at sea, and had as much as 4 feet of water in her hold on the way out. That gave us the idea of what we have done. We then shipped cotton and wool and drew against them. We agreed with Soonderjee Shamjee to buy cotton and wool at £8 per bale. Money was given to him for that purpose. Some of the cotton was insured in England, some here. I know nothing about the fire or the occasion of it. ~~Before we shipped~~ this cotton we had agreed to give the captain £1,500 in the event of the ship leaking so much that he would have to abandon her. ~~We~~ gave him £1,000 in gold and Bank of England notes. The cotton was all shipped to the best of my belief by Soonderjee Shamjee, and the ship was cleared out by our clerk and left the port of Bombay. I did not anticipate that the ship would ever reach England. I thought the butts would open up and that they would have to abandon her. The persons who gave guarantees for shipping cotton were Manockjee Kaka and Cursondass Madhowdass. The cotton that they guaranteed to be shipped was shipped. Certain cotton (500 bales) which Cursondass Madowdass was security for, was shipped in the name of Cursondass Thackersey. Certain other cotton (300 bales), similarly guaranteed by Cursondass Madhowdass, was shipped in the name of Ramjee Joitadass. The great benefit to be derived from the loss of the ship was to be divided between Whitwell, myself, and Soonderjee Shamjee. I saw the carpenter on board—(I now see him in court, named William Marks)—in company with the captain. The captain opened up the subject of the butts. He said they were very wide. The carpenter, I believe, said the ship worked very much. The carpenter did not, so far as I am personally aware, get any money. It is by the advice of my solicitor Mr. Chalk that I have taken this course, which is also agreeable to our feelings. The captain said that he had given the carpenter between £500 and £600."

WHITWELL'S STATEMENT.

"I have been present and heard the foregoing statement of Christopher Thomas Elmstone, and I wish to say that I am responsible with him for all that has been done; I was privy to all that was going on as to loading the ship Aurora, and expected to share the profits from the ship not reaching England with Elmstone and Soonderjee Shamjee. The man Craig who was on board the Aurora was innocent."

MARKS' STATEMENT.

"I was carpenter of the late ship Aurora of London, which was destroyed by fire off the port of Bombay on Sunday the 12th June instant. I think it was about three weeks before the Aurora sailed from Bombay and on a Saturday—we had just finished dinner in the cabin when the captain came on board. He sat down and had his dinner. I went into my cabin to get my pipe. I think the captain said to me when I was inside my cabin, which was close to where he was sitting, 'Carpenter, I want you.' As he spoke he rose and went on to the poop, and I followed him. He said, 'Now, carpenter, I have something very particular to say to you that I would not say to anybody else. I have had a proposition to me to sink the old ship, and there is a chance for you to make a fortune.' I was surprised at this, and he went on to say, 'Don't look so pale and shake that d——d old head of yours.' I said, 'What do you mean?' and asked for an explanation. He thereupon said, 'Well, Elmstone and Whitwell, the brokers, have made a proposition to me to sink the ship, and they have asked me what sort of man you are. I told them you were a good sort of fellow, and one I thought I could trust to do the job.' He further told me if I would consent to do the job, they (Elmstone and Whitwell) would give me £500, and that he himself was to get £1,400 or £1,500. Being surprised, I told him I could give him no answer that day. The next day (Sunday) he spoke to me again and asked me what I thought about it, but I gave him no answer that day. He spoke to me on Monday before he went on shore and I told him I thought it could be done. I do not think I heard anything more of the matter for a day or two, when one afternoon Mr. Elmstone came on board. The captain and Elmstone went down between decks, and the captain called me down and introduced me to Mr. Elmstone. Mr. Elmstone said, 'Well, carpenter, do you think you can manage this little affair?' Elmstone, the captain, and I had previously been walking to and fro along the deck for a few minutes, and Elmstone and the captain had been talking in my hearing about destroying the ship, and the above question had reference to this subject. I replied, 'Yes, sir, providing that I am well paid for it.' He then said that he would give £500 in Bank of England notes to destroy the ship. I told him that as I ran great risk I did not think the sum he offered was enough. We did not settle the affair that day, but when the captain came on board the next day he called me between decks, and told me that Elmstone had consented to give me an additional hundred pounds to pay for my tools. On hearing this offer I consented. The first money I received on this account was brought on board and given to me by the captain. It consisted of £65 in Bank of England notes, and was enclosed in an envelope which bore the stamp of Elmstone and Whitwell. The next money given me was a £20 note. The captain gave me this too. The next money was a roll of notes tied up of the value of £400. On the Thursday evening before the ship sailed the captain gave me £40 in Bank of England notes and Rs. 350 in Indian Government currency notes, and with the money a memorandum showing the deduction Elmstone and Whitwell had made on account of exchange. The total amount I received was £550, as the equivalent of the £600 I had been promised. Out of that sum I believe I sent home £475. The remainder I took with me to sea in the Aurora. When the ship was lost I saved Rs. 350 in currency notes, and eight sovereigns. The rest was lost. The first money was given to me by the captain about a fortnight before the ship sailed, and the second instalment a few days after the first. I sent the money by post to my wife, enclosing the notes in four or five envelopes, and addressed the covers respectively to Emma Ann Marks, Mrs W. Marks, Mrs. Marks, and R. W. Marks, No. 2, Bute Cottages, Faulkner street, Gloucester. These covers I closed and posted myself. I registered one of them only. I posted them on the Monday before the ship sailed. The captain wanted me to arrange to scuttle the ship while in port, so that we could sink her afterwards whenever we chose. I pretended to scuttle her, but did not do so. I told the captain I had scuttled the ship. The Aurora sailed on the 11th of this month. On the morning of the next day, Sunday, I smelt turpentine; going into the lazarette I found that the turpentine can had been accidentally capsized. The boy Bob had been sent into the upper lazarette to see what was wrong. I met him there, and assisted to put the can away. I then saw that some turpentine had been spilt on the sails lying there. The boy Bob and I went away. I went some time afterwards to the medicine chest to get a seidlitz powder. The idea suddenly occurred to me that I could easily set fire to the ship. On the impulse of the moment I struck a match, lighted a bit of oakum, opened the door of the lazarette and threw the burning oakum towards the spot where the turpentine had been spilt. I closed the door of the lazaretee instantly and immediately heard an explosion inside and found the ship was on fire, and I heard the cry of "Fire" from the deck. I am very sorry that I yielded to the impulse of the moment and fired the ship. I had previously determined not to do anything towards destroying her, and had even written to my wife telling her to write to the owner of this, and inform him that things were going on very strangely, and that I did not half like it. I have not the least doubt that my wife did so write. I previously forgot to state that soon after the proposition to destroy the ship had been made the captain took me with him to Colaba, and left me standing on the road while he went into a bungalow and brought Mr. Whitwell out, and the captain then introduced me to him. Mr. Whitwell said, 'Well, carpenter, do you think you can manage this little affair?' I said, 'Yes.' He went on to say, 'This is a chance that happens but once in a man's life.' Then speaking to the captain he said, 'It is a pity we did not think of this before—a large fortune might have been made for each of us. However, we shall do very well as it is.' The currency notes for Rs. 350 and for eight sovereigns I have mentioned I have returned to Elmstone and the captain at their urgent request the day after we returned to Bombay. As soon as I consented to perform my part in destroying the ship, the captain ordered the life-boat to be set to rights and put in good condition, and this was done.

CLOSE OF THE CASE FOR THE PROSECUTION.

The Advocate General intimated that that closed the case for the prosecution, and it being now past one, the Court adjourned for tiffin.

No witnesses were called for the defence of any of the prisoners, so that immediately on the Court sitting, the speeches for the defence began.

THE SPEECH IN DEFENCE OF ELMSTONE AND WHITWELL.

Mr. Starling, in addressing the jury on behalf of his clients Elmstone and Whitwell, said—Gentlemen of the jury, the prosecution having finished their case and laid before you all the evidence which they had to call in support of the charges they have made against the prisoners at the bar, and especially with regard to those whom I represent, Messrs. Elmstone and Whitwell, it now becomes my duty to urge before you those remarks which I think it right to make in their defence. And I must congratulate you on arriving near the termination of this case, which certainly has been a somewhat protracted one. My learned friend and myself do not intend to call witnesses, and therefore you will only have to hear the remarks we have to address to you, and then after hearing the summing up of the Judge, to give your verdict. And for myself I must confess I appear before you under somewhat difficult and arduous circumstances. But yet at the same time I know that these circumstances operate very much in my favour. I have to come before you confessing that my clients have committed a fault. They have sinned against the law, but at the same time, while they have transgressed the law they, so far as they have transgressed the law, have acknowledged their transgression, but say they are not guilty to the whole extent to which the prosecution has charged them. The prosecution have laid against them four charges under the Penal Code, and one or two under English law. Now for some good reason or another possibly, as will be suggested to you, the Penal Code has made a distinction of the offence with which the prisoners are charged which the English law does not make. The English law simply deals with the fact of destroying the ship with intent to harm or cause loss to underwriters or owners or other persons. It makes no distinction at all as to the way in which that damage is caused to those who are interested in the ship or the cargo. It takes the offence generally, and says so far as the law of punishment is concerned it makes no difference whether the ship be destroyed by fire, explosion, or scuttling, or by running ashore or by any other means whatever.

The Judge—I shall not tell the jury so, Mr. Starling. That is not the law. On the contrary, the law is quite different. The punishment for destroying ships, by fire, is penal servitude for life; for doing it otherwise the punishment is less.

Mr. Starling—Well, perhaps I was stating too broadly the charges under the English law, but under the Indian Penal Code there is a great distinction made, and a great distinction made in the charges, and it is to that that I wish to draw your attention, that the 437th and 438th section, one for mischief and attempt to destroy or render unsafe a vessel, and the other the same mischief being caused by fire or an explosive substance. And there is possibly a very good reason why that distinction should be made. Because on going on board a ship the ordinary accidents of the sea, the risk of the wreck of the vessel, the risk of the vessel being run ashore, are to a certain extent incurred voluntarily by the sailor; of course they don't run the risk of having the vessel sunk by scuttling it, but it is more a risk ordinarily run, whilst it is far from the risk sailors ordinarily run to have the vessel set on fire or blown up. Therefore very possibly the Legislature in providing for this has made that distinction, that it shall be a far more heinous offence to destroy a ship by this means than by the ordinary danger of the sea, than by those means which to a certain extent are within the ordinary dangers. And it is with respect to this difference that the prisoners at the bar, whom I represent, have made their defence this day. Whether there has been any offence committed which this Court can deal with is a point which will be dealt with by another Court, and the prisoners at the bar have been obliged to plead not guilty to the whole of the charges, for it may turn out that they have not been guilty of any offence under the jurisdiction of this Court, and consequently they will not be guilty of any offence with which they are charged here. But they acknowledge that they have been guilty to a certain extent, and they have been obliged to plead not guilty, in order that you may say whether they have been guilty beyond that or not. It will be utterly useless, seeing what the prisoners have done, to attempt to say that they did not intend that the ship should be lost, or that the ship should not reach Liverpool. They acknowledge that, but what they did not intend should be done was that the ship should be destroyed by fire or by any explosive substance. Now, the very first witness of any importance as to the conspiracy which is alleged is Soonderjee Shamjee. As to him, supposing his evidence stood alone, and the prisoners did not confess a portion of their guilt, I do not think you could place very much reliance upon what he says, and for this reason, that you have heard from the evidence of Mr. Souter, the Commissioner of Police, that he was taken up on suspicion of being concerned in this very affair. It was suspected that he had taken a part in destroying this vessel or arranging for its destruction, and he was arrested and kept in custody, and it being thought that he might know about it he was asked whether he could give any information on that point. What did he do? Having engaged in the conspiracy, being cognisant of what was to be done, and assenting to it, he sees a fair opportunity for him to save his own skin by drawing in those with whom he had previously worked. Therefore, as his object is to show that whatever might have been done by him under the instigation of the rest of the accused he himself was not so bad as people might think—that he had been drawn into this matter—that as far as he could he had acted honestly and simply obeyed his instructions in matters that were entrusted to him, and that he had been drawn into it so far as the destruction of the ship was concerned. Therefore he has put the whole matter, so far as that is concerned, in the very fairest way. But what is the value of his evidence? He tries to throw this amount of discredit upon the prisoners. They ask him to buy and ship bad cotton, as he says; he bought it according to his instructions, whereas they, he says, had had bills of lading signed beforehand, for which goods were not shipped at all; they got advances, and never intended to have the goods shipped. I really don't see that it makes much difference, so far as the innocence of the persons are concerned, whether goods were shipped or not. It is evident that the goods, if shipped, were not to be of anything like the value for which they were insured, and therefore whether they expended £5, or £8, or £10 a bale and only got the balance, it makes little difference. But Soonderjee wants to employ that fact in blackening the prisoners, and he tells you of two persons in whose name the bills were signed and bills of lading issued, who he says never shipped a bale of cotton on board. First, there is Tribhowundas Narrondas, and he said there was no Tribhowundas Narrondas in Bombay so far as he knew. But what did Tribhowundas say when he came up here?—he said, "Yes, I know Soonderjee very well; he is a very respectable man;" and he said that simply because he had seen him going about the bazaar, doing business, which seems to be his estimate of respectability. Then there is Jetha Vullubjee, and with regard to that signature Soonderjee could not swear that he had done it. He says, "It looks very like my writing, but I cannot swear to it;" therefore there is no proof that Jetha Vullubjee did not sign it, and that these bales of cotton were not put on board by Jetha Vullubjee. Well, those two points I think show pretty well the amount of reliance to be placed upon Soonderjee's evidence on these points where he is not thoroughly corroborated by independent evidence. Taking his evidence as it stands as a whole, what does he say about the conspiracy? He says one thing which is most important because it shows what the conspiracy was or what was intended to be done between the parties who engaged in it, and that is that when he was seeing Elmstone and Whitwell at Whitwell's bungalow he pretends not to know what was done or how the matter was to be done. He pretends to have been alarmed at it, and that he thought there were insuperable difficulties in the way, and tells you that when asking how such a thing was to be done a ship was drawn, and it was shown to him how a ship could be sunk, and therefore his evidence is that the conspiracy was to sink the ship, and not to burn it. And that is thoroughly supported by the confession of the prisoners, who all say that the original idea was to sink the ship, and also by the evidence of Marks. From his evidence it is quite clear that when the ship was coming out here she was making a great deal of water; on one occasion in rough weather over four feet in twenty-four hours, and several times as much as three feet. Therefore it is evident she was a vessel likely to be unsafe going back in stormy weather. It is true that several bad places were repaired, but there is evidence that while here it was noticeable that the copper was in a bad state, and that the butts or outside joints of the planks were opening; and I think you will have no doubt that that is the view which was put before all the prisoners by those who knew the condition of the ship during these conversations, and that the prisoners Elmstone and Whitwell—and I say no more as to the others—were under this impression that the ship was an old one, and in such a condition that the rough weather of the monsoon which she would meet would in all probability render her almost useless and unmanageable, and that only if there was a small portion of negligence in repairing the damage done by the storm, the vessel would never reach Liverpool, because in the course of nature she would become so waterlogged or so damaged when about half way on her voyage that she would be no longer safe, and that view of the case is carried out, I think, by the other evidence which is now before you. There is no evidence at all from any one of the witnesses that on any occasion there was any mention of fire as a means of destroying her, and every witness who knows anything about the conversations say there was no mention of fire, but that water was to be the sole means of her destruction, and that is strongly confirmed by all the facts that came out in the evidence of the man who was the instrument of the destruction of this vessel, the prisoner Marks. He was the carpenter of the vessel; he knew her state well and what it was possible to do with her; and it seems to have been in consultation with him that this conclusion was arrived at, that with little help from any one on board, the water would soon complete her destruction, and he tells you he himself had given up the idea of destroying the vessel. That does not to any great extent affect the guilt of my clients so far as the destruction by water is concerned, but it so far justifies them in saying that the way in which the destruction was eventually carried out, as ultimately accomplished, was entirely new and hitherto no part of the idea. It originated in the mind of the man who did it, for he went so far as this that when spoken to by the captain he told him that he had prepared to scuttle the vessel, that he had made the holes and stopped them up; and there was the consummation as far as it could happen in the harbour of the conspiracy for destroying the vessel, and it was only to be at the command of the captain that that idea was to be fully carried out after the vessel had got to the proper place—at sea. And what does the captain tell you? Why, that the whole statements of the carpenter are untrue. Marks himself says now that he had made no preparation and had not scuttled the ship, and had in fact written to the owners to say that matters were going on queerly, and that they ought to look out, or something to that effect, and therefore all that was done afterwards was an entirely new thing, the outspringing of the carpenter's own imagination. He tells you that he had been drinking, an unusual thing for him, because he had come out from Liverpool as a temperance man, and possibly it would have been better for him and all connected with the matter if he had gone back to Liverpool on the same principle on which he came out, because I take it on the evidence that he had been drinking from Friday night when the vessel could not get out and had had his imagination and his blood excited by the amount of liquor that he took,—not that he was drunk or violently under the influence of liquor, but still he had enough to render his imagination and ideas exceedingly lively. He tells you that the idea was then presented to his mind that morning by the fact that this turpentine was spilt in the lazarette, and even up to that time it does not seem to have struck him that he might use any other means for the destruction of the ship than those which he says he had obtained by that. Having taken liquor once, twice, or three times during the morning, his imagination became more lively, and so the idea flashed upon him, just as he was going to return the bottle to the medicine chest, that there was a good opportunity for him to destroy the vessel then and there, all idea of the old mode having been laid aside. In fact not only all idea of the old mode had been already laid aside, but according to his evidence every idea of the destruction of the vessel in any way had been laid aside and he had determined not to do so; but, here, excited by the drink, and very possibly by the suggestion from the overturning of the turpentine can, he lights suddenly a match, applies it to the tow, which he throws into the lazarette, and thus the matter was accomplished. Whether the fire could have been put out at that moment if means had been taken then, I have at this moment nothing to do, because the prisoners whom I represent had no knowledge of what was to be done in that way,—if they had not authorized nor encouraged it, it has nothing to do with them whether the fire could have been put out afterwards or not. They were not there to take any means, or to prevent any measures being taken to put out the fire. But what I have to lay before you, gentlemen, is this. Looking to all the facts which I have brought before you, whether it is evident to your minds that all that the prisoners whom I represent were not guilty only of a conspiracy that the vessel should simply be allowed to go to her destruction by means of water—that those on board the ship whose duty it was to repair the ship should not do their duty so far as that was concerned—that the elements, the winds and waves, should be allowed to do their work with the previously old and somewhat dilapidated vessel, so that in consequence of their work the vessel should not reach England. Of course, gentlemen, if you looking at the evidence which is before you, think that they intended the vessel should be cast away by any means whatever, leaving the means entirely open, it does not matter by what means the ship was destroyed; but I think if you look to the positive evidence which is before you in which all the witnesses who know anything of the conversations between Harriott and Soonderjee, and Elmstone and Whitwell agree, I think you can scarcely come to any other conclusion than that the prisoners Elmstone and Whitwell only went so far as they have confessed, and that the confessions were made knowing and feeling that they had done wrong; they knew that up to a certain point they had done wrong, and therefore they were willing so far as in them lay to make reparation by telling fairly and openly all that they had had to do in the matter. Of course beyond that, seeing that they had nothing to do with any further attempt against the ship, they cannot say that they are guilty; and therefore, knowing and feeling that an English jury will give full weight to every suggestion which can be urged in favour of a person accused of any offence, they cast themselves upon the feelings of generosity and discrimination of a jury of their fellow-countrymen to give effect to what really is their confession, saying that so far they are guilty and that as to the rest they are not guilty.

SPEECH FOR THE DEFENCE OF HARRIOTT.

Mr. McCulloch, in addressing the jury for his client Harriott, said—Gentlemen of the jury, you must, from the fact that I abstained from cross-examining most of the witnesses, and from the nature of the questions I put to the few that I have cross-examined, have already imagined that it is not my intention to ask you to bring in a general verdict of acquittal for Harriott, for whom I appear, nor can you imagine after that confession made by him has been laid before you that I should ask you, or ask it hoping that you would attend to it to disregard the prisoner's own statements, or not to regard as true those statements which he has made. I propose to do that which I, acting on behalf of this man Harriott, would have been ready to do on a former occasion had an opportunity been offered, and admit to you fully his guilt with respect to these charges which are really true and supported by the evidence; and that being so, I think you have a perfect right to ask me as appearing for him why it has become necessary, instead of entering a plea of guilty on behalf of Harriott, to bring you here and require you to listen to the evidence and to go through the formality of bringing in a verdict in this matter. And I think I can give you a very satisfactory reason why, however unwilling we may have been and are to trouble you in this matter, it was an absolute necessity cast upon us. My reasons for advising Harriott to plead not guilty were three. First, there is one of a technical character, a question as to jurisdiction, and one which as it now appears to me possibly need not have been necessary; but till yesterday morning we were not aware any of us till the announcement of his Lordship that it was his intention to reserve the question of the jurisdiction of the Court to deal with these matters. I do not know whether you were present when these matters were discussed, but it was then my duty to take certain objections to the validity of the charges now before you—purely technical objections—which were argued before his Lordship, and in order to preserve to my client the benefit of the objection then taken, it was absolutely necessary that he should not plead guilty to the charges. You can no doubt imagine that if a man pleads guilty to charges, he cannot afterwards turn round and say "the charges to which I have pleaded guilty are not correct;" and for that reason it was necessary that my client should plead not guilty, in order to retain the benefit, the right, of having, the question tried and decided whether he could be convicted upon these charges, which are of a novel character, and regarding which no decision has been pronounced by any Court of Judicature in India. Now, the next reason why Harriott should plead not guilty was very substantial and connected with the case, and that was the one upon which Mr. Starling has addressed you. Harriott fully admits, and admits with that sorrow and regret which I am certain you will feel that a man in his position who has unfortunately been guilty of such an offence cannot help feeling when this matter is brought home to him—he admits with deep regret, and earnest and heart-felt repentance, his complicity in this crime of plotting to destroy the ship. And that offence has been confessed by him in such a manner as lead the Senior Magistrate, whose great experience must be known to all of you, to say he believed the man was anxious to state the whole truth about this matter. That confession of complicity in the offence he does not desire to withdraw or modify, but it is most important that he should not by your verdict be found guilty of that which all the facts of the case do not warrant, or of an offence which is more serious in its results than the offence which in truth and in fact, and which, upon the evidence you

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

will find, is the one which he has committed. The Advocate General in the course of his opening observations to you said, if I understood him rightly, that it is of no consequence by what agency the ship was destroyed. I think that was an inadvertant observation. My learned friend could not have meant to say that, because he was in error if he did intend it.

The Advocate General—I intended it most certainly.

Mr. McCulloch—Well, my learned friend is right if transportation for life is the same as the probability of transportation for ten years.

The Advocate General—In the observations which I made, I did not refer in any degree to the punishment. I merely referred to the essence of the offence, not to the punishment for the offence.

Mr. McCulloch—The essence of the offence is the gravity of it, and the one offence is punishable by transportation for life—that is the highest punishment that can be given for the destruction of a ship by fire—and the highest punishment that can be given for the destruction of a ship other than by fire is ten years, an enormous difference, and it is a matter of the very gravest importance, and of the utmost importance to my client, that the verdict should accurately ascertain which of these offences the prisoner has committed. It is as important a question as a jury have ever had to consider, the determination in this case upon the evidence which is the offence which this man really has been guilty of. He has pleaded guilty in fact by his confession to the commission of one offence. It is for you to say upon the evidence whether the prosecution have any right to ask you to find that he was guilty, not of the offence only of conspiring and instigating the carpenter, but also of the still more heinous crime of instigating the carpenter and conspiring with the other prisoners to have the ship destroyed by fire. That is the substantial question which you have to try, and the result is so important in some respects that even were I to hear from his Lordship that the extreme sentence in any case would not exceed the penalty for the lower offence, I would still press upon you the importance of returning by your verdict a final decision as to what is the offence he really did commit, and for these reasons that these charges are charges under the Penal Code and under the code at home, and the question to be decided, in consequence of his Lordship having been pleased to reserve the point, will render it very important that the Court which finally decides this matter shall have actually found for them the true state of the facts upon which they will have to decide, and much may turn upon your verdict in this matter. I think you will be satisfied that this is a question deserving your attention, and I shall beg your kind attention and most deliberate consideration to it, and I trust that in giving your verdict you will bear in mind that it is a verdict fraught with most momentous consequences in whichever way you decide, and that being so, I shall ask you with some confidence to say by your verdict that those of the charges which impute to my client offences of having instigated the carpenter or of having conspired with the other prisoners to destroy the ship by fire are not proved. I should beg you to bear in mind also the numbers of the charges. You will probably in a matter of this kind be provided with a copy of the charges. Now the first charge is this, that the three prisoners now at the bar did abet the committal of mischief by fire to a certain decked vessel by engaging in a conspiracy with Marks for the committing of mischief by fire. Then the second charge is one very similar, but instead of charging him with engaging in a conspiracy he charges him with instigating. These happen to be the two words used in the Indian Penal Code in defining the crime of abetment. Now, if you should be satisfied upon the evidence that in point of fact Harriott did not conspire to destroy the ship by fire and did not instigate the carpenter to destroy the ship by fire, you will return a verdict of not guilty upon these two charges. Then the third count charges Harriott with conspiring with the other prisoners to destroy the ship, and the fourth with committing the offence of conspiring with the carpenter to destroy the vessel, not saying how. To those in fact he pleads guilty; to those he says, as I have already mentioned to you, he has no defence, and for those he must submit to such punishment as it appears right and proper under all the circumstances to the Court to inflict upon him. But upon the first and second he says he is not guilty, and he asks you now as a matter of the gravest importance to him to decide upon the evidence whether it be true or false that he ever anticipated or intended or contemplated that that ship should be destroyed, as it turned out eventually to have been, by fire. There are two other charges, in which the man Marks is added, and those are charges not like the others under the Penal Code, but under the English statutes; and in the first of these charges Marks is charged with destroying the ship by fire, to which he has pleaded guilty, and then comes on a charge against the others that they "before the said felony was committed in form aforesaid, at Bombay, and within the jurisdiction of the said High Court of Judicature, did feloniously and maliciously incite, move, aid, counsel, hire, and command the said Richard William Marks, the said felony to commit, by fire." That is what I call the fifth charge against them. Well, that is the English form of law, and exactly the same charge which is contained in the provisions of the Penal Code in number one and number two; and if you find that he did not contemplate the destruction of the ship by fire, and did not command or instigate or hire Marks to burn the ship, then upon this charge you will also say he is not guilty. Then next comes the corresponding charge, which is almost entirely similar to this one in words, charging him under the English statute with instigating, leaving out the words "by fire." Though not formally, yet in effect, my client pleads guilty to that, and it will be your duty to find him guilty of that offence. But with regard to the first under the English statute it all depends on the question whether or not you believe the burning of the ship as distinguished from its destruction by any other means. There is another point which does not come within the charges, but to which I will call your attention, lest it should lead to misunderstanding. It might be said that notwithstanding this charge of abetment in Bombay, Harriott by his conduct on board the shi when on the High Seas was guilty of abetment by refraining from any attempt to extinguish the flames; and it might be said that he was and then became an abettor of the offence by not taking active steps to extinguish the flames, or as he himself says n his own confession he thought the carpenter had done it and therefore took no steps to extinguish it. But, gentlemen, that is not charged. There is no charge which applies to that state of facts. Possibly upon that state of facts, and under sections appropriate to those circumstances, it might have been charged against him in a separate charge that he was guilty as an accessory in the first degree along with Marks. But that is not so charged. There is no charge that touches him either first or last in that respect; there is not the slightest reference to what he did or left undone when upon the High Seas. All these charges are limited to acts of conspiracy, instigation, and abetment committed by him in Bombay, and point to his conduct in connection with the other prisoners before the ship left the port. Now, gentlemen, that being so the simple question before you is whether upon the facts which have been proved in evidence in this case you really think that Marks, who gave his evidence in your presence here to-day, was not stating the truth with reference to his narrative of the transaction, and his narrative stands not alone, but is corroborated by the narrative of every person whose evidence is before you. There is not a single person who has given evidence, or whose confession has been read, who makes the slightest allusion to any proposal or suggestion that fire should be used in the destruction of the ship, and you can judge whether Marks did not give his evidence to-day in the manner of a man labouring under a deep and natural emotion and struggling to give utterance to the truth and nothing but the truth, and whether you should not accept as true everything that that man said to-day; and if you believe him it is perfectly clear that there was not, up to the moment when these flames burst forth on the High Seas, in the mind of Harriott the slightest suspicion or idea that the destruction of the ship should be effected by fire. As the carpenter says, he told the captain "I have made holes in the ship, and am ready to scuttle her when you give me the order," and he also says there never was a single suggestion that she should be destroyed by fire; and he goes further and says it never was contemplated by any one of us that the ship should be destroyed by fire, and if that be so I ask you whether the evidence will justify you in saying that these persons in Bombay conspired together and instigated the carpenter to burn the ship. The Advocate General threw out a suggestion that the whole matter might have been left open, and that therefore they were responsible for what had been done; but I tell you that is not good law or sound sense. The whole tenor of English law and also of the law of this country is opposed to any assumption against the interests of prisoners,—that you may not assume, if nothing was said, that the worst was meant; on the contrary, every assumption being legally made in favour of the prisoners, when the prosecution fail to prove the more heinous offence, it is part of the duty to say that the less heinous was not in contemplation. It is for you to say upon the evidence whether the prosecution have proved that there was an intention to commit the more serious offence, and if they have left it in doubt as to what the intention of the parties was, his Lordship will tell you it is your duty to give the prisoners the benefit of the doubt, and say it is not proved that they committed the more heinous offence, but that they contemplated the destruction of the ship not by fire. Well, that is all I have to say upon what I call that all-important issue. I told you there were three reasons, and the third one which had very considerable weight with me in offering the advice I give to my clients was this, that I trust I shall enable you, by calling your attention to the necessary evidence in their case, to accompany the verdict of guilty which it will be your duty to find with a recommendation to mercy. Now, gentlemen, with regard to that course the law of England does not, like the law of France and some other countries, expressly provide for such an addition being made. In France the statutes authorise the returning of a verdict of guilty with extenuating circumstances, which at once reduces the amount of punishment which the Court is in a position to inflict. That we do not have in England, but the practice of recommending prisoners to mercy is sanctioned by immemorial custom. It has been the custom of juries when they think they are justified in accompanying their verdict with a recommendation to mercy to do so, but in no case is such a recommendation binding upon the Judge. It lies entirely in his discretion. But whether in point of fact a Judge attends to that recommendation usually depends upon the circumstances of the case, and upon a broad distinction. If that recommendation has been obtained from the jury by any mere *ad captandum* appeal to their sympathies, simply because their feelings have been excited by the address of the counsel or by peculiar circumstances attending the position of the accused, his relations with his family, his position in society, or any other circumstances of that kind, then no doubt it would become the duty of his Lordship to disregard a recommendation based on no more substantial foundation. But, gentlemen, it is very different if a jury, calmly considering the circumstances of the case and unaffected, as you assuredly will be, by any appeal to your feelings, or by any attempt, unsuccessful as I feel it would be, on my part to carry you away by any rhetorical artifices—if when you come to the consideration of the evidence and of all the facts of the case, you can see your way upon the evidence clearly to distinguish Harriott's offence from those of the prisoners who are joined with him in the common charge, and from the offence as committed by other criminals,—if you can see your way on the evidence and as men of experience, and men whose judgment when acting upon evidence, is well entitled to the greatest weight and consideration, of under that responsibility and under these circumstances, you can accompany your verdict of guilty, as certainly in this case it must be, with a recommendation to mercy, then I have not the slightest doubt his Lordship would feel he was justified in giving the fullest consideration to such a recommendation. Now, the reasons for which I will ask you to accompany your verdict with a recommendation to mercy are these. You have heard the evidence in this case from several sides; you have not only heard the dry facts of the case from persons connected with the proof of the merely outward circumstances of obtaining the money and other particulars, but you have had the benefit of having a full and perfect disclosure of all the circumstances from those persons who were actors in the matter and had the fullest means of knowing not only the facts but also the motives of the parties in the matter. Now, gentlemen, can you have the slightest hesitation as to the position of my client in this matter; and before I call your attention further to that, let me say a few words relating to his position with reference to the other two prisoners Elmstone and Whitwell. It will be my duty, in addressing you on behalf of Harriott, to point out what I think the circumstances warrant me in asking you to find, that the prisoner Harriott was tempted, I go further than that, and say not only that he was tempted, but urged, to the commission of this crime. But I shall be careful in anything I say to you not to attempt to press any observations I make on behalf of my client unfairly or improperly against the other prisoners. I feel that if I did so, it would excite your prejudice and so prejudice the case of my client; and when I speak of them as being the persons who led him into this matter, let it be understood I wish to say no word to cast unnecessary blame upon them. They have, in fact, pleaded guilty to the charge, and, of course, will receive adequate punishment; but, gentlemen, it may well be that though they occupy as towards Harriott the position of tempters (the evidence authorizes me to say that)—that though these two were tempters and urgers to this offence, they acted not voluntarily in the matter; they may have been acting under pressure brought to bear upon them, they may have been the victims of a conspiracy for frauds which it was almost as difficult for them to resist as you will think it was for my client to resist the temptations laid before him. That may have been, gentlemen, I do not say otherwise, but I do not press that on you one way or the other. Now, with reference to the course of procedure of Harriott in this matter, through the kindness of his Lordship in ruling that we were to be allowed to give evidence in this matter, it has now become a matter of evidence before you that it is, I will not say customary or a general rule, but that it is not an unusual thing in Bombay for persons of honest intentions to obtain bills of lading in advance of the goods being shipped. Mr. Sedgwick, a gentleman of the highest respectability here, said he had found it necessary on one occasion in the course of business when he was formerly a merchant here, to adopt the practice of obtaining bills of lading signed in advance of the shipment, and from him, as from other witnesses who were brought here, we learn that it is, if not common or customary, at least not unusual or unknown for persons of respectability and honesty to obtain bills of lading in advance on guarantee that the goods will be shipped afterwards, and we have it in evidence with regard to this very ship the Aurora, that Captain Walker who was last year master of the ship, in which Harriott was then chief mate, had on the last voyage, and with the knowledge of Harriott, signed bills of lading in advance for cargo which was to be delivered afterwards under a guarantee. Thus it is perfectly clear that the prisoner Harriott had every reason to believe it was quite possible for him to sign, as his predecessor had done, bills of lading in advance, and without contemplating the commission of fraud or having the slightest suspicion of the consequences; for though reflection no doubt ought to have told him he was doing an act which was exposing him to very great risk and might lead to improper and undesirable results, yet he knew it was what he had seen done without the slightest evil result or evil intention. And one can understand how readily such a state of facts may arise and how convenient it may be for persons, without any dishonest intentions at all, when the goods are alongside the ship or on the wharf ready for shipment, to get the bills of lading signed under a guarantee, which under ordinary circumstances is always carried out by the goods being received on board. I do not say one word in support of the propriety or regularity of such a course; it is no doubt a course that ought to be avoided by all careful honest men, because though they themselves, honest and upright, mean to act honestly in it, still it is a course which places a means of fraud within the reach of persons who may be ready to use it. For that reason the custom is one that ought to be reprobated and ought never to be put forward. But that is not the question. The question with regard to this man Harriott is, was he doing an act which he knew or had reason to believe was dishonest in itself, or did he do it for the purpose of its being put to dishonest purposes by other persons? I say No. And I think that you, knowing the position of the master of a ship in Bombay, and knowing the competition that exists not only among them in their situations but among their employers for the right employment of their ships, when you come to consider these circumstances, you will feel it would be extremely difficult, almost hopeless, to expect that a man in Harriott's position, when asked to do the thing he knew to have been done in the same service and in the very same ship, should have the boldness to stand up against it and, for a scruple of conscience, refuse to do that which the owners and charterers of the ship were urgently forcing him to do. It may be very well for moralists, it may be very well for us, gentlemen, to say that a man should refuse to do an improper act, though the consequences of his refusal were to be ruin; but you must bear in mind when you consider this matter that these men are not sitting in their chambers studying the laws of ethics, but are men engaged in the press and struggle of the actual world, men who are dependent for their daily bread on keeping themselves in work and being able to gratify the desire of their employers for speedy and useful service. And I ask you, any one of you, what would be the position of a man in the office of master of a ship in Bombay, were the agent for the owners to write home, and say—"We could have got you 2,000 or 3,000 bales of cotton, only your master was so squeamish he would not do what other masters did; he would not sign bills of lading in advance, and so all the cotton went from your ship to others, because the masters signed the bills of lading before the cargo come to the ship." I ask you what would be the position of such a master. No doubt he would be proved a highly conscientious man; but I am afraid there are very few owners who would appreciate such an amount of conscientiousness as stood in the way of their vessel being laden whilst the others all around were getting in cargo; I am afraid they would say that that was an inconvenient amount of conscientiousness, and that the master must gratify it at his own cost and not at theirs. You, as men of the world will, I believe, have no doubt in coming to the conclusion that that would probably be the result, and that the master of a ship has no discretion in a matter of this sort,—that if those who are his superiors, the owners, the agents or shippers, find it necessary to apply to him to carry on business in this manner, it is almost impossible as a matter of fact for him to resist their pressure and offer any substantial or effectual resistance to their demands. If that is so you will bear in mind the position of this man Marks and see how he has been induced at first to sign the bills of lading in advance on guarantees. Now, what is his own evidence and the evidence of Marks?—that he signed the bills of lading, under the confident belief on his part that the cotton would come forward. What says Marks?—"When he found the cotton was coming in slowly he exhibited the greatest anxiety and care, and spoke to the carpenter and officers, and told them he was afraid he had got into a scrape,—he got anxious and regretted he had been induced to sign these bills. Is not that the conduct of a man who had been persuaded to do a wrong act and now found out his position? Then you have his own statement, which has not been contradicted as it might have been, if it was not true, by the examination of those witnesses who are alleged to have been present on this occasion. Let me read to you those passages from the prisoner's own statement which are evidently truthful and are corroborated almost entirely by the evidence of other persons. He says, when the cotton did not come he complained to the agents the other prisoners, Elmstone and Whitwell, and said if they did not give him his cargo he should put the ship into the hands of an attorney, and then he said to them he had had no rest since he commenced loading the ship. Is that true? Is it not borne out by the evidence of Marks that ever since he found the cotton was not coming forward he was in a state of anxiety and excitement and almost despair at the position in which he had placed himself. Then he says he had signed the bills of lading under the guarantee of Cursondass Madhowdass and Manockjee Shapoorjee Kaka—names that would not now, gentlemen, add much weight to a guarantee, but names which you must not look at in the light of the affairs that have turned up since those guarantees were given, but names which everybody at that time, and any one in the position of a ship captain, would have regarded as ample security for a very much larger amount than they had guaranteed to secure him. Then, gentlemen, hear again what Harriott says,—"About this time I was very anxious to get all the bales on board that I had signed for. He (Elmstone) had a bill of lading for 400 bales brought by Soonderjee for me to sign. He stated that he would ship that cotton himself." Still no intention on the part of Harriott to join in any fraud—no suggestion of any fraud then to be committed by him, or committed through his means by the other prisoners. But then come the tempters,—then they come to him; having, to use his own words, got him into a trap, —having got him into this position that they said to him if he did not do such a thing he would break them and his owners. When they had got him into this position that bills of lading had been signed by him, advances had been obtained on them by the other prisoners, and yet no cotton had been obtained, then they come and put it to him in this way—"If you go home with these bills of lading out you are a ruined man; you have signed bills of lading and if you go home to your owners without the cotton, your position will be one of utter ruin;" and under that pressure, they putting that screw upon him, do you consider he was a free agent when he consented to do that which to his last day he will have deep and bitter cause to regret, when he yielded to the temptation and the compulsion that he was under, and agreed to this very serious and terrible offence? Gentlemen, it is for you to say, bearing in mind the whole evidence of Marks in reference to Harriott's conduct, bearing in mind his own statement which Mr. Connon spoke to as being to all appearance in his experienced judgment the statement of a truthful man, giving a full, unreserved statement of the whole facts of the case, it is for you to say if you do not think his statement is true when he says,—"I spoke to the carpenter stating that I had been led into a trap and they wished me to sink the vessel," and again when he said to the other prisoners, "The carpenter does it for money, but if I do it, it is to get out of the scrape you have led me into." Gentlemen, cannot you picture to yourselves the struggles of this man; from the moment he had committed himself by signing the bills of lading without any fraudulent intention, cannot you picture to yourselves the perpetual truggles of this man to extricate himself from his position—a position which under the circumstances must have ended in ruin? Before him recollect the prospect,—ruin, ruin absolute and certain, whatever course he took. The bills of lading were out, large advances had been got upon them under his name but without his sanction, fraud had been committed from which he was to derive no benefit, that fraud was about to be discovered, and he to be held liable, his owners would be brought under the same responsibility, ruin, absolute and certain as ever ruin was, stared him in the face. Then came these men to him, bringing in the one hand a hope of delivery, and, in the other, a prospect of immediate gain; and cannot you picture to yourselves his struggle, under that double temptation, to avoid the ruin which had been pressed upon him, and to possess what was a great temptation, a sum of money enormous to a poor man? Picture to yourselves the struggles of that man to avoid the ruin borne in on him at that moment, and then I ask you whether this is a mere appeal to your sympathies and to your feelings, or whether you do not feel, calmly and coolly considering the facts, that the position of that man was different from that of others who have fallen into temptation simply to obtain the means of satisfying reckless extravagance, or of obtaining money to satisfy their own desires:—is not this a case different from that of most criminals, and do you not feel you are justified in saying this man was overmuch pressed and overmuch tempted, and that he fell, not because he was greedy of filthy lucre, but that he fell no easy victim of a designed trap to defraud others,—that he fell the victim of the circumstances in which he was placed, not by any fault of his own but by a want of discretion, and forced on by the almost irresistible persuasion and temptation that were urged on him by those who ought to have assisted him out of the scrape instead of leading him into it? Now, gentlemen, I ask you if, on these circumstances and bearing in mind the undoubted facts of the case (for it is admitted by the two other prisoners, Elmstone and Whitwell, that the proceeds of the fraud were to a great extent to fall to them, and not to Harriott) you do not consider he was not in the position of a man struggling in vain to avoid utter and immediate ruin and not the victim of any deliberate wickedness on his own part; and if you feel that these are the facts, if your sympathies are engaged in his favour not by any appeal to your feelings for an unhappy and unfortunate man, but because you think the circumstances offer a strong excuse for even this great offence, and if you find this excuse founded upon the evidence, then, in giving your verdict of guilty, as you must no doubt find him guilty of having conspired and abetted the destruction of the ship, I ask you to accompany that verdict with a recommendation to the mercy of the Court.

[Owing to pressure on our space, our report of the Judge's charge is held over for a day.]

[With reference to the sentence "Mr. Morriss (of the Agra Bank) only advanced £10 per bale, not knowing who Coventry and Fox were, and retained £2 per bale until he had received advices from the head office" reported in Mr. Sedgwick's evidence yesterday, we are requested to mention that the Coventry and Fox *were* known to Mr. Morriss and to the Agra as "highly respectable," otherwise he would not have taken the bills at all. Mr. Morriss retained the £2 per bale until he had advice of acceptance of the draft from head office, as he had already an account running on the firm of Coventry and Fox.]

We have received the following two letters with reference to the evidence of Davidas Lalloobhoy, published in yesterday's paper:—

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—In the report in your paper of this date, of the evidence of Davidass Lalloobhoy in the Aurora prosecutions, the following passages occur in such close juxta position that your readers cannot fail to connect them: "I know of instances of bills of lading being signed before the goods" (he does not say part of the goods) "were put on board," and again "I know a ship called the Coimbatore. I did not see the bills of lading signed, but I saw the guarantee that was given to the captain. Rennie, Scovell & Co. were the agents of the vessel—the shippers were Alsen, Riebe & Co." These statements, you will observe, are very wide in their application, and in justice to the shippers, the captain and ourselves, we think it well to limit them a little.

We have no record of the transaction and can only speak from memory, backed by the knowledge of what we would do under the circumstances, and the facts to the best of our belief were simply these. A few bales belonging to Messrs. Alsen, Riebe & Co., were sent back from the ship burst, and on a deposit of cash equal to their value being placed in our hands as security for their re-shipment, we gave our sanction to the signing of the bills of lading.

Davidass is also reported to have said that bills of lading were signed under guarantee by the Captain of the Ashgrove last year. We think he must have confused 1869 with 1870. This ship was consigned to us in 1869, and we are not aware that any bills of lading for goods by her were signed under guarantee whilst she was in our hands.—We are, &c.,

RENNIE, SCOVELL, & Co.

Bombay, 20th July.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—We see in your to-day's report of the trial of the prisoners connected with the "Aurora frauds," that Davidass Lallubhoy in his evidence made the statement that bills of lading were signed on our behalf before the goods were put on board, and that he saw the guarantee delivered.

This is such a vague statement that we must regret that the real facts were not elicited by a more minute examination.

Davidass Lallubhoy's statement that "bills of lading were signed before the goods were on board" must naturally lead to the inference that bills of lading were obtained without any goods being shipped, whereas he knew that at the time of our obtaining bills of lading we presented mate's receipts for nearly the number, and that the goods were on board except a few bales which the mate returned on account of their being burst and which had to be re-pressed; and it was for these bales only that we gave a guarantee.

After so long a time we cannot state with certainty how many bales were shut out, but as the usual number is two, sometimes three bales out of a hundred, we conclude that about five bales had burst of the two hundred bales for which we obtained bills of lading.

Davidass Lallubhoy further speaks of a "guarantee," which must lead to the belief that a letter of a guarantee was given, whereas he knew and he ought to have stated in his evidence, that a substantial guarantee was given in the shape of currency notes to the amount of Rs. 1,000, fully representing the value of the short shipped bales.

We shall feel obliged by your giving publicity to this letter, and have the honour to be, &c.,

p.p. ALSEN, RIEBE, & Co.
L. KICHNE.

Bombay, 20th July.

THE GREAT CANAL.

Captain Spratt, "riled" apparently by the decided opinions given in Captain Richards and Colonel Clarke's report on the Suez Canal, that his anticipated difficulties in keeping Port Said open were fallacious, had produced a pamphlet "On the Evidences of the Rapid Silting in Progress at the Entrance to the Suez Canal." Now, if Captain Spratt's plans, and sections, and figures be right—and we see no reason to doubt they are—he has established his proposition that the influence of the Nile deposits extends eastwards as far as the Syrian coast, that Colonel Clarke and Captain Richards are wrong, and that a bank has been forming from the extremity of the western pier across the entrance of the harbour. Perhaps the deposit of dredged out stuff may have had something to do with the formation of this bank on which Captain Spratt insts. He avers sea-bed has shallowed from five to six feet in two years across the mouth of the Canal. Is not this a question of dredging or of money? Captain Spratt is warm on the point, and declares that, as the money must come out of traffic returns, it will not be forthcoming at all. M. de Lesseps does not seem to care much on the point at all events, for he is in England in the best of spirits, and he is, probably, well satisfied that if the Canal proves necessary to English commerce, it will not be "silted up" without a struggle on the part of the shipowners and merchants to avert the calamity.—*Army and Navy Gazette*, June 25.

CADETS IN THE INDIAN ARMY.

In the House of Commons on June 24, Mr. Salt asked the Under-Secretary of State for India what number of cadetships would in future be allotted annually to the sons of officers who have served in the Indian army; what was the number of applications for cadetships at present outstanding and unsatisfied; and whether a preference was given to the sons of officers who had fallen in action.

Mr. Grant Duff.—In reply to my hon. friend's first question, I have to say that eight commissions will be allotted to the sons of Indian officers for the next two or three years, till the reduction of the army is carried out. In reply to his second question I have to say that about 200 applications are now outstanding, and unsatisfied, exclusive of applications from persons disqualified by age. In reply to his third question, I have to say that a preference is given to sons of officers who fell in action, but of course the merits of the father are only one element in deciding as to the claims of the son.

THE NAVY OF FRANCE.

[From Martin's "Statesman's Year Book of Facts" for 1870.]

The war navy of France was composed, at the end of 1869, of 62 iron-clads, 264 unarmoured screw steamers, 62 paddle-steamers, and 113 sailing vessels. The following statement gives the number of vessels of each class, their horse-power, and armament, after official returns:—

Classes of Vessels.	Number	Horse-power	Guns
1. Ironclads (*Battiments cuirassees*) :—			
Ships of the line (Vaisseaux)	2	1,800	62
Frigates (Fregates)	18	16,000	311
Corvettes (Corvettes)	9	4,100	106
Coast-guard ships (Garde-cotes)	7	3,850	25
Floating batteries (Batteries flottantes)	15	2,040	146
Sep Flot. Batt. (Batt. flot. demontables)	11	360	22
Total, Ironclads	62	28,150	672
2. Screw Steamers (*Battiments a helice*) :—			
Ships of the line (Vaisseaux)	29	16,680	386
Frigates (Fregates)	24	10,100	574
Corvettes (Corvettes)	21	7,940	156
Avisos (Avisos)	63	8,975	172
Gunboats (Canonnieres)	78	1,871	95
Transports (Transports)	47	10,222	160
Special boats (Batim. speciaux)	2	24	4
Total, Screw Steamers	264	55,812	1,547
3. Paddle Steamers (*Battiments a roues*) :—			
Frigates (Fregates)	11	3,450	32
Corvettes (Corvettes)	7	1,870	18
Avisos (Avisos)	44	3,345	104
Total, Paddle Steamers	62	8,665	154
4. Sailing Vessels (*Batiments a voiles*) :—			
Ships of the line (Vaisseaux)	2	...	440
Frigates (Fregates)	11	...	57
Corvettes (Corvettes)	7	...	25
Brigs (Bricks)	7	...	26
Transports (Transports)	26	...	42
Smaller vessels (Batiments de flotille)	60	...	82
Total, Sailing Vessels	113	...	672
Total War Navy	401	92,627	3,045

The most remarkable among the above iron-clads are the Magenta, Solferino, Couronne, Normandie, Invincible and the cupola ship Taureau. The Magenta and Solferino are twin ships, having been built on the same lines at Lorient, where they were launched in 1861. They both have wooden hulls, with plates varying from 11 to 12 centimetres (4 to 4½ inches) in thickness. Their length is 86 metres; breadth, 17 m. 30 c., and their armament consists of rifled breech-loading guns of the calibre 30 (corresponding to the Armstrong 100 pounder), furnished with 155 rounds each. They are two-deckers, carrying two tiers of batteries. Both vessels are not completely protected. They are iron-cased at the waterline and over the whole of the spar deck; but beyond this no parts but their guns are protected. Their distinguishing feature is that they have a ram or spur, which, like a hatchet, projects under water from the line of armour plates of which it forms part. The ram is made of steel, and its weight is 12,000 kilogrammes: it projects about six metres, or nearly 20 feet in the form of a hollow cone, with two long pieces like the neck pieces of a helmet, which fit the bows. No part of this spur-like prow is less than 12 centimetres, or 4½ inches, thick.

The Couronne is a 40 gun frigate of a peculiar model. Her form and dimensions differ from those of the preceding iron-clads, being more rounded at both ends, and more shapely to the eye. Her length is 80 metres; breadth 16 m. 70 c.; her average draught, 7 m. 60 c.; displacement, 6,076 tons; height of her tier of guns, 1 m. 98 c.; her engines, 900 horse-power. She carries 650 tons of coal, which may be increased to 1,000. What distinguishes the Couronne is that her hull is of iron, constructed of plates 2 c. thick. The armour plating is fastened on the side by ribs and angle plates, the spaces between being filled with teak of 28 c., upon which rests a covering of iron of 3 c., separated by a teak backing of 10 c. from the armour plates, which have a thickness of 10 c. at the water-line, and 8 upon the top sides. The defensive armour thus consists of a double thickness of wood of 38 c., and a triple thickness of iron at the water-line of 13½ c., including the skin of the ship. The system of protection was tried at Vincennes in 1857, and gave satisfactory results as to its solidity.

The Normandie is similar in construction to the Couronne. She is the first iron-clad that ever crossed the Atlantic, having been to Mexico in 1862. The dimensions of the Normandie are—length at the load line, 253 feet 6 inches; breadth, 55 feet 3 inches; draught, 22 feet 9 inches; height of battery, 5 feet 8 inches; displacement, 5,600 tons. The length of the ship is therefore less than five times the breadth. The Normandie is armoured round and round on the wood plank and frame of the ships with 4½ inch plates. The Normandie carries an armament of 36 cast-iron rifled 32-pounders, or 4 guns less than the Couronne.

The Invincible is an exact reproduction of the Normandie. She is, like the former, a 36-gun frigate, her guns being of the calibre 30, which corresponds to the 100-pounder of Sir William Armstrong. Her engines are 900 horse-power nominal. Her length at the water-line is 78 metres; breadth, 17; she draws 7 m. 75 c., the height of her lower tier being 1 m. 82 c.; and she is provided with 155 rounds in place of 110, the number allotted to the old vessels. Her rig, with the sails and masts, is rather heavier than that of the Normandie.

The Taureau, launched at Toulon on the 10th of June 1865, is one of the most remarkable among the French iron-clads. The Taureau is a steam-ram, of peculiar construction, drawing but little water, and rising but a few feet above the waves. Her prow terminates in a point, and this point is armed with a kind of massive bronze cone which serves as her spur. It is with this spur that the Taureau, driven at a speed of 12 to 14 knots an hour by machinery of 500 horse power, can strike and split a ship. The Taureau is, moreover, supplied with two screws, which enable her to turn in a very small space and with the greatest facility. She carries but a single gun, which weighs twenty tons, and has but one deck, which is plated with iron from one end to the other. The sides of the hull are likewise plated with iron the full length, from 3 feet under the waterline to the deck. The deck and the sides form, as it were, an iron box, safe from any shot that may be fired at it. It is in this iron box that the machinery is placed, and the entire crew during an action, except those in the tower. The deck of the Taureau is covered over its entire length with a cylindrical ball-proof dome. The surface of the dome is so inclined that it is not practicable to walk on it, and it is held to be impossible to capture the vessels by boarding.

The largest iron-clad in the navy of France is the Rochambeau, formerly called 'Dunderberg,' a ram built for the United States, in 1865, and purchased by the French Government in the summer of 1867, for the sum of £450,000. The ram of the Rochambeau is part of the ship, and is not bolted or fastened on as is usually the case, but is an extension of the bow, which for 50ft is a firm and solid mass of timber. This is covered over with heavy wrought-iron armour, and forms a beak, which, driven at a hight rate of speed, it is said will pierce through the strongest ships. On the side of the vessel below the casemate the amour is 3½ inches thick and placed on vertically in screw bolted slabs, from 12 feet to 15 feet long and 3 feet wide. The propeller and two rudders are protected by a shelf, which runs out aft and is braced to the stern and sides. Of the two rudders, the first is the one common to all ships, the other is placed above and forward of the propeller. The Rochambeau carries 14 guns, and has a total burthen of 5,090 tons.

The smaller of the French iron-clads are mainly destined for the attack and defence of coasts, roadsteads, or harbours. They comprise, besides the ordinary floating batteries built chiefly for the Russian and Italian wars, vessels, eleven number, called 'Batteries flottantes demontables,' all of which can be taken to pieces, and carried any distance over land. At the end of 1869, these iron-clads were 'en magasin,' that is, packed up and stored away at the arsenal of Toulon.

The greater number of the large unarmoured screw steamers of the French navy are not in active service, being either stripped of their guns, or on the reserve list. Only two out of the twenty-nine Ships of the Line of this class, the 'Louis XIV.,' 480 horse-power, with 116 guns, and the 'Jean-Bart,' 400 horse-power, with 66 guns, were afloat in 1869, and in all other cases the service was carried on by smaller screw and paddle steamers. A considerable proportion of the 113 sailing vessels are employed as 'Garde peches,' on the fishing grounds near the coasts of France.

The French navy is manned by conscription, like the army. The marine conscription, however, is of much older date than that of the land forces, having been introduced as early as the year 1863. On the navy lists are inscribed the names of all male individuals of the 'maritime population;' that is men and youths devoted to a sea-faring life, from the 18th to the 50th year of age. The number of men thus inscribed fluctuates from 150,000 to 180,000. Though all are liable to conscription the government, as a rule, dispenses from taking men over forty and under twenty, as well as pilots, captains, the fathers of large families and able seamen who have signed for long voyages. The time of service in the navy is the same as that in the army, with similar conditions as to reserve duties, furloughs, and leave of absence for lengthened periods. For administrative purposes, the five great 'divisions maritimes' are subdivided into twelve 'arrondisements maritimes' as follows:—

Divisions	Arrondisements.
1. Cherbourg	Dunkerque—Le Harve.
2. Brest	Brest—Saint Servan.
3. Lorient	Lorient—Nantes.
4. Rochefort	Rochefort—Bordeaux—Bayonne.
5. Toulon	Marseilles—Toulon—Ajaccio.

At the head of the administrative government of each maritime division is a Vice-admiral bearing the title of 'Préfet maritime.'

According to the budget of the Minister of Marine and the Colonies for the year 1869, the French navy is officered by 2 admirals; 16 vice-admirals in active service, and 10 on the reserve list; 30 rear-admirals in active service, and 19 on the reserve list; 130 captains of first class men of war; 286 captains of frigates; 825 lieutenants; 600 ensigns; and 300 midshipmen, or 'aspirants;'—altogether 2,218 officers. The sailors, afloat and on shore, numbered 39,346 in 1869, which, together with engineers, dockyard labourers, navy-surgeons, chaplains, and other 'personnel,' brought the grand total of men engaged in the service of the Imperial fleet up to 74,403. On the war-footing, the strength of the navy can be raised to 170,000 men, this being the number entered on the lists of the maritime conscription.

From the foregoing statement are excluded the marines, as well as the colonial troops, amounting, according to the budget for 1869, to 28,623 men, including 17,085 infantry soldiers, divided into 4 regiments; 4,132 artillery soldiers, in 1 regiment; and 1,001 artillery workmen, in 6 companies. The marine and colonial troops are commanded by 13 generals, of whom 6 are in active service, and 7 on the reserve list.

The progress of the French navy in the course of nearly a century is represented in the following figures:—In 1780 the fleet of war consisted of 60 first-class ships, 24 second-class, and 182 smaller vessels, or altogether 266 ships, with 13,300 guns, and 78,000 sailors. In 1790, the number had decreased to 246 ships, with 51,000 sailors, and less than 10,000 guns; while at the battle of Trafalgar, 1805, in which the greater part of the Imperial naval force was engaged, there were only 18 French men-of-war, with 1,352 guns. In 1844, the navy amounted to 226 sailing vessels, and 47 steamers, with 8,639 guns, and 24,513 sailors; and this strength was not increased till the year 1855, when the Government ordered the entire reorganisation of the navy, including a substitution of ironclads and steamers for wooden and sailing vessels, the result of which was the construction of the actual fleet of war.

LONDON GOSSP.

LONDON, 24th June.

Fashionable London is taking full draughts of its pleasures just now. The Gun Club holds session *en permanence*. I know not if, like a favourite corn, it shoots all night—it certainly does all day and every day, and the hecatomb of pigeons is dreadful to behold. There are Rose shows and Dog shows at the Crystal Palace: races at Hampton—I don't think they can be called fashionable however; there has been a state ball: there is a garden fête to-night at Windsor; it has been Commemoration Week at Oxford; Henley Races are next week; the Middle Park yearlings have been on sale, and life is still one untiring round of dances and dinners, picnics and parties, mitigated by duns, an occasional drive in the park, and husbands who are always "up all night" engaged in parliamentary duties.

Commemoration Week at Oxford has passed off with unusual éclat. . . . . The new Chancellor, Lord Salisbury, and the new Professor of Civil Law, Dr. Bryce, who had to make all the Latin speeches, introducing the various candidates, both appear to have acquitted themselves admirably, and to have fairly divided the honours between them. It certainly illustrates the social equality accorded to intellect or conferred as its reward, that Professor Bryce, who for the time being was hero of the hour, is quite a young man, probably not more then twenty-eight or nine, and the son of a rural schoolmaster. With nothing but his culture, he was recognized as the equal of any person present at the ceremonies he was engaged in, which says something for the intrinsic democracy of our institutions, or perhaps of all institutions in which education is properly honoured. Dr. Bryce is a North of Ireland man, of Scotch extraction, and passed a very distinguished academic career; his University Prize Essay attaining the unusual, and I believe unique, honour of being reprinted, and passing through two editions. Since he left the *Alma Mater*, he has been a school inspector, and recently was appointed Professor of Civil Law in place of Dr. Travers Twiss, whose Latinity, I take it, was a little rusty. The change was made no doubt with a view to the events of the present week; as the feat of praising Mr. Lowe in a Latin speech, which should satisfy that fastidious critic, was a matter of some anxiety—to say nothing of other censors in the background, like Lord Lyttleton and the Bishop of Lincoln. Some of the praises of Mr. Lowe—Dr. Bryce is a very advanced Liberal—were very judiciously framed.

The after-term sittings, which began this week, have yielded not quite their average crop of scandals, but still one or two worthy of note. Among these was one of an action against the Marquis of Townshend, the modern philanthropist, which, although not tried, would, if it had, have been tolerably amusing. A Miss Gladstone, who presides over a servants' "home," charges the worthy and most amiable Marquis with assault and battery. It appeared that he had heard that a child had been treated with great cruelty at this refuge. Like a true paladin, he immediately went to the home—the designation is presumably ironical—and demanded to see the child. The Lady Superioress, Miss Gladstone, refused. The Marquis thereupon, in his zeal, pressed past her, and entered the house, whereupon Miss Gladstone, like a truly unprotected female, aided by her sister, set upon the Marquis, scratched his face, pulled his whiskers, smashed his hat, and kicked his legs. The peer, finding the assault too warm, beat a retreat, and then, nothing daunted, attempted to get into the house by the backway. He climbed over a high wall, considerably damaging his nether integuments, closely followed by all the ragged boys in the neighbourhood, when the ladies, finding the attack on their rear, ran to the door in time to catch the Marquis like a rat in a trap between the door and the jamb, where they squeezed him till he was half dead. For this treatment the benevolent gentleman had to pay 40 shillings damages and £200 costs, the law holding no sympathy with volunteer philanthropy.

Another trial of note was one in which Sir Charles Nightingale, as plaintiff, brought an action against his son-in-law, Colonel Mercer, for some £700, for the maintenance of the latter gentleman's wife, the only daughter of Sir Charles. This suit, though less whimsical, was more scandalous, and so quite ripe for litigation. Sir Charles is a baronet of high degree—not quite of the 'aughty Surrey melo-dramatic, for he is of limited means—who has the misfortune, or advantage it may be, of being separated from his wife, Lady Nightingale. She had a daughter, who resided with her, and in 1857, Colonel Mercer—he was then a captain in the 84th—fell in love with her, and in the excess of his passion, it must be presumed, he permitted his imagination to exceed the limits of truth, so far as to describe himself worth £3,000, besides his pay. Beyond this, he also, as it would seem, engaged not to require the lady to proceed to India with him, whence he had just returned. A few months' illusion served to dissipate love's young dream. The £3,000 appeared not, and the lady was asked to accompany her spouse to India. She refused, and then, after many hard words, it was arranged that £120 per annum was to be allowed the lady, which, at some future day, should be increased to £250; the terms being, if anything, harder than the words. The first instalment of £30 was duly paid, but then the gallant captain rashly repented his inconsiderate bargain. Further discussion ensued, and the lady applied to her spouse the possibly descriptive, but by no means flattering, designation that he was "a snob." Captain Mercer fired at this and the unpleasantness of paying for a wife in England, and withdrew his support till he returned home some years after, when a reconciliation was attempted, which ended in the gentleman striking the lady and the lady retorting with a candlestick aimed at her husband's head. The story in all its details is a long one and not interesting. The colonel gallantly took his wife to a single room on a second floor in the Strand, and allowed her 10 shillings a week, and finally went again to India, whence he wrote her derisive notes, telling her, as she was willing to come to India, to borrow the money to do so. Either the lady thought the advantages to be gained were not commensurate with the risks, or creditors were not trustful, but she failed to respond, and she had to fall back into the arms of her parents, who had to keep and clothe her, and they now sought to recover the money they had so expended. After a long and patient trial, in which all these and many more—even more unpleasant—facts were disclosed, the jury returned, as might have been anticipated, a verdict for the whole sum claimed, £750 and costs; so that Colonel Mercer gained nothing by his tardiness in payment, but an unpleasant exposure and heavy costs; the wonder being that any man could have been weak enough to defend an action in the teeth of such a legal liability as was disclosed.

Lord Salisbury seems to have given great satisfaction by his energy at Oxford, and report says that the number of degrees conferred is in some respects due to his Lordship's catholicity and appreciation of merit. Gossip also suggests that his Lordship wished to confer the honour of the red gown, with the dressing of butter which savours the dish, on Froude the Historian and Professor Huxley, but that the dons would not hear of either. Mr. Darwin was passed, but he declined, being too ill to attend.

Lord Arthur Clinton, one of the principals—the worst as was thought—in the Boulton and Park (the female attire) criminal prosecution, now pending, is said to be dead, and his brother, the Duke of Newcastle, followed a coffin yesterday morning to the cemetery at Christ Church, Hants. I say a coffin, because there are so many circumstances of suspicion connected with this most opportune and unexpected demise, as to suggest very grave doubts whether the whole affair is not a ruse and device to avoid the exposure and infamy of a trial, and possibly a verdict of "guilty" on all the counts. The first intimation given of the death was by a letter signed by a Mr. Roberts, a solicitor of no especial fame, which appeared in the daily papers on Tuesday, stating that the young nobleman had died of scarlet fever at Christ Church, in the presence of him (Mr. Roberts), and to this letter there was appended a declaration of innocence, not signed, but attributed to Lord Arthur; it being alleged that he was too ill and exhausted to sign it. There was no further guarantee of the authenticity of the communication than Mr. Roberts's signature, no medical man's name was appended, and at the funeral yesterday there were only four persons present, including the Duke of Newcastle, Mr. Roberts, an uncle, Lord Thomas Clinton, and a Mr. Wade, a doctor. All the circumstances considered—unless some further vouchers are given—it must be assumed that his Lordship has cleverly attempted to fling the police off the scent, and this belief is further strengthened by a report this afternoon, that Mr. Peel, another of the gentlemen criminated, is dead. Probably, if this *ruse* succeeds, the next mail will discover that Mr. Martin Luther Cumming is also deceased, for a manœuvre of this kind may as well be worn threadbare.—*Pioneer*.

Goldsmith's Work.—The progress of fine art manufacture in this branch of trade is strikingly exemplified in a little work published by J. W. Benson, of 25, Old Bond Street, and of the City Steam Factory, 58 and 60, Ludgate Hill. It is enriched and embellished with designs (by Italian, French, and English artistes) of brooches, Bracelets, Earrings, and other articles, suitable for personal wear, or Wedding, Birthday, or other presents, with their prices. Mr. Benson (who holds the appointment to H. R. H. the Prince of Wales) has also published a very interesting pamphlet on the Rise and Progress of Watch and Clock-making. These Pamphlets are sent post free for two stamps each, and they cannot be too strongly recommended to those contemplating a purchase, especially to residents in the country or abroad who are thus enabled to select any article, they may require, and have it forwarded with perfect safety.

MARAVILLA COCOA.—For Breakfast.—The *Globe* says—"Various importers and manufacturers have attempted to attain a reputation for their prepared Cocoas, but we doubt whether any thorough success had been achieved until Messrs. Taylor Brothers discovered the extraordinary qualities of 'Maravilla' Cocoa. Adapting their perfect system of preparation to this finest of all species of the Theobroma, they have produced an article which supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Homœopaths and invalids we could not recommend a more agreeable or valuable beverage." Sold in packets only by all Grocers, of whom also may be had Taylor Brothers' Original Homœopathic Cocoa and Soluble Chocolate Steam Mills—Brick Lane, London.

BANKS.

NATIONAL BANK OF INDIA (Limited).

Exchange.

The Bank grants drafts—

On London at 6 months' sight	1/11 1/8 per Rupee.	
" " 4 " "	1/11	do.
" " 3 " "	1/10 15/16	do.
" " 2 " "	1/10 13/16	do.
" " 1 " "	1/10 3/4	do.
On demand	1/10 11/16	do.
" Scotland and Ireland Circular Notes for the use of Travellers	1/10 5/8	do.

The Bank negotiates and collects Bills payable in London, Calcutta, Madras, Hongkong and Shanghai.

Current Deposit Accounts.

The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on Customers' Daily Balances from Rs. 500 up to Rs. 1,00,000.

Fixed Deposits.

The Bank receives Money, on Fixed Deposit, and allows Interest thereon as follows:—
On Deposits subject to 6 months' notice of withdrawal 4 per cent.
" 12 " " 5 "

By order of the Directors,
JAMES WINDRAM, Manager.
National Bank of India, Limited, Bombay, 5th May 1870.

COMPTOIR D'ESCOMPTE DE PARIS.—(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1864.)

Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by Amended Act of 1867.

Subscribed and Paid-up Capital £3,200,000
Reserve Fund 800,000

Head Office—PARIS.

Agencies.

Bourbon (Reunion), London, Alexandria, Calcutta, Hongkong, Saigon, Shanghai, and Yokohama.

London Bankers.

The Union Bank of London; Messrs. C. J. Hambro and Sons.
Agents in Scotland.—National Bank of Scotland.
Agents in Ireland.—The Munster Bank, Limited. The Belfast Banking Company.

TERMS OF BUSINESS.

The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.

Interest is allowed at the rate of 2 per cent. per annum on current deposits on the minimum monthly balances.

Investments and sales of all descriptions of British and Foreign Securities, &c., effected.

The Bank takes charge of Securities for customers, and receive Dividends on Indian and Foreign Funds, Railway and other Shares.

Every other description of Banking business transacted.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."
E. J. HARDCASTLE, Manager.
9, Rampart Row, Bombay, 25th August 1869.

HONGKONG and SHANGHAI BANKING CORPORATION.

Subscribed Capital $50,00,000
Paid-up Capital $35,00,000
Reserve Fund $8,00,000

London Bankers.—The London and County Bank.

Board of Directors.

W. Lemann, Esq., Messrs. Gilman & Co.—Chairman.
Hon. James B. Taylor, Messrs. Smith, Archer & Co.—Vice-Chairman.
E. R. Belilios, Esq., Merchant.
W. H. Forbes, Esq., Messrs. Russell & Co.
George F. Heard, Esq., Messrs. Augustine, Heard & Co.
George I. Helland, Esq., Messrs. John Burd & Co.
A. Joost, Esq., Messrs. Siemssen & Co.
Julius Menke, Esq., Messrs. W. Pustan & Co.
Thomas Pyke, Esq., Messrs. Birley and Co.
Hon'ble R. Rowett, Messrs. Holiday, Wise & Co.
Solomon D. Sassoon, Esq., Messrs. D. Sassoon Sons & Co.

Head Office—Hongkong.
Chief Manager—Victor Kresser, Esq.

Branches and Agencies.

Shanghai. Foochow. Calcutta.
Hankow. Yokohama. Bombay.
London.

Bombay Agency.

The Bank grants drafts at Current rates of Exchange on the London and the County Bank, London. It also purchases Bills and grants Drafs payable at its various Branches in India, China, and Japan.

Interest.

On Fixed Deposits will be allowed, payable half-yearly, as follows:—
12 Months .... 5 per cent per annum.
6 " .... 4 do. do.

All Letters should be addressed, and Hoondies made payable, to the Agent, Hongkong and Shanghai Banking Corporation.

Any information as to rules of business may be obtained at the office or by letter to the Agent. R. STEVENSON,
Bombay, 26th May, 1870. Agent in Bombay.

FOR SALE.

TO PRINTERS and Others.—For SALE, a large quantity of French DOUBLE FOOLSCAP PRINTING PAPER, at Rs. 3 per Ream.—Apply to the Manager "Bombay Gazette," Meadow Street, Fort.

FOR SALE, two WOOL BURRING MACHINES.—The above MACHINES are on the most improved principle with spare combs, &c., &c., manufactured by Messrs. P. Garnett and Sons, Cleakeaton, Yorkshire. For particulars apply to A. THOMSON, Messrs. Stearns, Hobart, and Company.

FOR SALE, at T. CHATELAIN MONTANDON'S, Hummum Street,
A very great choice of WATCHES, JEWELLERY, CLOCKS, MUSICAL BOXES, by the best makers.
Repairs in Watches, Clocks and Jewellery undertaken and carefully made.
T. CHATELAIN MONTANDON.

INSURANCES.

SUN FIRE OFFICE.—Established 1710.

POLICIES opened on WAREHOUSES and SHOPS, MERCHANDISE, DWELLINGS, HOUSEHOLD FURNITURE, and other insurable property, in Bombay and the Mofussil, at current rates, by PEEL, CASSELS, & Co., Agents.

ROYAL INSURANCE COMPANY.—Capital £2,000,000 sterling; Funds in hand exceed £1,300,000.

Fire premiums for	1859	£228,314
Do.	1861	292,402
Do.	1863	341,668
Do.	1865	414,733
Do.	1867	460,553
Showing an increase over 1859 of		£232,239

Policies covering risks on Merchandise and Buildings in Bombay continue to be granted by the above Company through their Agents. Detached Bungalows and Household Furniture both in Bombay and in the Mofussil insured on very favourable terms.

Life Branch.

Life premiums for	1860	£73,150
Do.	1862	105,703
Do.	1864	152,159

The undersigned, under instructions from the Head Office, are prepared to receive Proposals for Life Assurance with the above Company from Residents in India, and will be happy to afford every information regarding Rates of Premium, Participation in Profits, &c., to intending applicants for Insurance.

CAMPBELL, MITCHELL & Co., Agents, Royal Insurance Company.
Bombay, 1st January 1869.

UNIVERSAL LIFE ASSURANCE SOCIETY.

Established in London and Calcutta 1834.

Confirmed by Special Act of Parliament, 6, William IV., Cap. 64.
Subscribed Capital .... £ 500,000.
Paid-up Capital .... £ 50,000.
Invested Capital and accumulated assets...Rs. 84,37,750,
Of which Twenty-five Lakhs are invested in Indian Government Securities.

London Office—No. 1, King William Street.

BOMBAY BRANCH.

Directors.

E. Morriss, Esq. | W. F. Hunter, Esq.
E. Tyrrell Leith, Esq. | and
H. E. Bright, Esq. | C. Peile, Esq.

Agents.—Messrs. Forbes & Co.
Medical Referee.—Dr. F. S. Stedman.
Solicitors—Messrs. Rimington, Hore, and Langley.

After the operation of upwards of 30 years, the Directors feel entitled, with great confidence, to invite the attention of the Public to the marked success which has attended this Society, and the strong claims it possesses to the confidence and support of all classes desirous of effecting Assurance on Lives.

Combining the advantages of a mutual and proprietary Company, and without attempting a rash competition with other offices, it has pursued a steady progressive course, affording all the benefits which, consistently with the Security to Assurers and Assured, can possibly be given.

The Tables of Rates for India have been accurately calculated from the Records of the late East India Company, and are as moderate as is consistent with perfect security.

The total number of Policies issued from the commencement of the Society to the end of the year 1868, was 9,542 assuring ... £8,650,615- 8-11

And the amount of claims paid during the same period was ... £1,693,344-18- 6

The Assets of the Society in England and India on the 1st December 1868 were ... £843,755-15- 4

A reduction of 50 per cent. on the Premia of Policies entitled to participate in the profits was declared on the 12th May 1868.

So that the Annual Premium of an Individual insuring on the Profit Scale at the age of 30, in the sum of Rs. 10,000 would be, at the Civil rate	Rs.	480	0	0
And after 6 years he would be entitled to a reduction of 50 per cent. for Profit ...	"	240	0	0
Net Annual Premium...	Rs.	240	0	0
Or at the reduced English rate...	Rs.	246	0	0
Less 50 per cent. as above...	"	123	0	0
Net Annual Premium...	Rs.	123	0	0

No Society, Mutual or Proprietary, with rates of premium so low as those of the Universal, and retaining so ample a Reserve for its Liabilities, has been able to afford larger advantages than these to its Assured.

The Rates for short terms are as low as those of any other Assurance Companies. Medical referees are remunerated by the Society by a honorarium of Rs. 16.

SPECIAL ADVANTAGES TO THE ASSURED AFFORDED BY THE SOCIETY.

1st.—Perfect Security combined with the utmost Liberality and Economy in Rates of Premium.

2nd.—No Liability of Partnership.

3rd.—Lives below the Ordinary Standard of Health, or afflicted with Gout, Rupture, or other Ailment not immediately dangerous, may be assured at a moderate increase of the usual rate in proportion to the extra risk.

4th.—Assurances may be effected on Participation Scales, entitling to Profits; and on non-Participating Scales, i. e., without Profits, at reduced Rates, for short periods or for the whole Term of Life.

5th.—Stamp Duty on all Policies paid by the Society, without charge to the Assured.

6th.—All Medical Fees, including those of the Medical Referee named by the Society, and of the Society's own Medical Examiner, are paid by the Society, except in cases of Assurances for a short term under Rs. 5,000 when the Medical Fees shall be paid by the Assured.

7th.—All claims paid within three months after satisfactory proof of Death, or earlier, under discount.

8th.—One Calendar Month, as days of Grace, allowed for payment of Premiums, and Claims Paid should Death occur within that period upon tender of the Premium within the days of Grace, or deduction of such Premium, with Interest, from the sum Assured, claimed upon Death.

9th.—Policies allowed to lapse, may be revived within three months of the Premium becoming due, on proof of good health, and payment of a small fine, and within six months, at the discretion of the Board.

10th.—Policies, upon which the Age has been admitted, indisputable, except on the ground of Fraud.

11th.—Policies on Lives in India for the whole Term of Life, which have been in force for the full period of three years, are purchased by the Society, or Loans granted thereon to the extent of two-thirds of their estimated value.

Written notices of Assignment of Policies received and registered by the Agents, such written notices to be served in Duplicate so that one copy may be transmitted for registration at the Chief Office in London.

FORBES & Co., Agents Bombay Branch.

INSURANCES.

ROYAL EXCHANGE ASSURANCE CORPORATION.—Policies covering the risk of Fire on Merchandise and buildings in Bombay are issued by REMINGTON & Co., Agents, Royal Exchange Assurance Corporation.
Bombay, 16th August 1865.

THE LIVERPOOL and LONDON and GLOBE INSURANCE COMPANY.

Policies of Insurance against Fire, upon Dwelling Houses and other Buildings in both the European and Native parts of the Island of Bombay, continue to be issued by the undersigned on behalf of the above Company.

The rate on Pucka-built Bungalows situated outside the Fort of Bombay, or in any part of the Bombay Presidency, is now reduced to (6) six annas per cent. per annum.

RITCHIE, STEUART & Co.

CHURCH of ENGLAND ASSURANCE INSTITUTION.

Established 1840.

Empowered by special Act of Parliament, 4 and 5 Vic., cap. XCII.

Capital One Million Sterling.

Life Assurances of every description granted.
Retiring Provision combined with Life Assurance.
Free Policies issued which can never altogether lapse through non-payment of Premium.
No extra charge for sea passage.
Reduction to European rates without medical examination.
Premium may be paid annually, half yearly, quarterly, or monthly, as desired.
Parsee and Armenian lives insured.
For detailed Prospectus, &c., apply to
Bombay, 9th July, 1870. REMINGTON & Co., Agency.

THE NATIONAL GUARANTEE AND SURETYSHIP ASSOCIATION (Limited).

Head Office, 28, QUEEN STREET, EDINBURGH.

DIRECTORS.

George Clerk Arbuthnot, Esq., of Mavisbank.
John Cook, Esq., W.S.
Charles Cowan, Esq., of Valleyfield.
Kenneth Mackenzie, Esq., C.A.
James Mylne, Esq., W.S.
R. E. Scott, Esq., C.A.
William Smith, Esq., Actuary, Edinburgh.
Manager.—James Wilkie, Esq., C.A.

This Association provides Security for the Fidelity of Persons in Situations of Trust and Responsibility, and undertakes all descriptions of Guarantee Business at moderate Premiums.

Forms of proposal and every information may be obtained at the Offices of the undersigned, who have been appointed AGENTS of the Association in Bombay.

EWART, LATHAM & Co.

THE QUEEN INSURANCE COMPANY.

FIRE and LIFE.

Head Office—Queen Insurance Buildings, Liverpool.

Capital—£2,000,000 (Two Millions).

Trustees.—Thomas Edwards Moss, Esq., Christopher Bushell, Esq., and Edward Heath, Esq.

Directors.

Chairman—Bernard Hall, Esq.
Deputy Chairmen—William Hind, Esq., Patrick Hunter, Esq.

John Bateson, Esq. | William Hickman, Esq.
John Bingham, Esq. | R. W. Kelley, Esq.
William Bottomley, Esq. | George B. Kerferd, Esq.
T. Ridgway ridson, Esq. | Peter Maxwell, Esq.
Alfred H. Cowie, Esq. | Peter M'Lagan, Esq.
Robert C. Crosbie, Esq. | John T. Pagan, Esq.
William Dalgish, Esq. | Clare Sewell Read, Esq.
Henry Duckworth, Esq. | John Sharp, Esq.
William Forbes, Esq. | N. W. J. Strode, Esq.
Andrew Galbraith, Esq. | J. B. Thomson, Esq.
Charlton R. Hall, Esq. | C. J. Thomas, Esq.
H. C. Tunnicliffe, Esq.

Actuary and General Manager.—J. Moncrieff Wilson, Esq.
Sub-Manager—Thomas Walton Thomson.
Bankers—The Liverpool Commercial Bank, and the National Provincial Bank of England.
Auditors—Messrs. Harmood, Banner & Son, Accountants.
Physicians—James Turnbull, M.D., Liverpool; J. E. Pollock, M.D., London; F. S. Stedman, M.D., Bombay.

The rates of Premium for Fire and Life Insurances will be found as moderate as those of other First Class Offices. Policies are issued under the Life branch of this Company recently established in Bombay, on Civil lives, and Military lives in Civil employ.

For further information and particulars, and for prospectuses &c., regarding Fire and Life Insurances, apply to
LAWRENCE & Co.,
Bombay, 1st Jan. 1868. Agents in Bombay.

THE STANDARD LIFE ASSURANCE COMPANY.—Established 1825.
With which is now united
THE COLONIAL LIFE ASSURANCE COMPANY.

COLONIAL AND FOREIGN ASSURANCES.

An Amalgamation having been formed between the STANDARD LIFE ASSURANCE COMPANY and the COLONIAL LIFE ASSURANCE COMPANY, the business of the United Companies will henceforth be conducted under the title of
THE STANDARD LIFE ASSURANCE COMPANY.

THE ANNUAL REVENUE of the Standard Company is now upwards of £650,000, and the Accumulated Funds amount to upwards of £3,500,000 sterling. The New Business transacted during the past year amounted to the large sum of £1,375,000 sterling, the corresponding Premiums amounting to £45,337 per annum.

MODERATE RATES charged for residence in the Colonies, India, and other places abroad.

LOCAL BOARDS and AGENCIES in India and in all the British Colonies, where every facility will be afforded in the transaction of business, and where Premiums may be received and Claims paid.

Immediate reduction of Premium on return to Europe, or their temperate climate, without Medical Certificate.

PROFITS divided every five years.

The New Colonial and Foreign Prospectus may be had on application at the Chief Offices of the Company, or to the Agents at home or abroad.

WILL. THOS. THOMSON, Manager and Actuary.
ID. CLUNIE GREGOR, Colonial and Foreign Secretary.

Bombay Board.

H. Prentis, Esq. | W. Nixon, Esq.
J. F. Moir, Esq. | A. E. Ashley, Esq.

Agents at Bombay,
The London, Asiatic, and American Company (Limited).

THE INDIAN TRAVELLERS' GUIDE FOR JULY.

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, the time tables of the Local Trains between Bombay and Bandora, on the B. B. and C. I. and G. I. P. Lines, Steamer time tables, in addition to a large amount of interesting and useful information to travellers.

The Guide, having a large circulation amongst travellers, by rail and otherwise, is a most effective medium for advertisements.

Contents.

New Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.
Railway Time Tables:—
Great Indian Peninsula Railway.
Local Trains between Bombay, Mahim, and Bandora, by G I. P. and B. B. and C. I. Railways.
Rates for parcels, horses, carriages, &c. by G. I. P. Railway.
Bombay Baroda, and Central India Railway.
Jubbulpore Extension Railway.
East Indian Railway.
Punjaub and Delhi Railways.
Scinde Railway.
Through Traffic from Kurrachee to Mooltan, Lahore, and Umritsur.
Eastern Bengal Railway.
Calcutta and South Eastern Railway.
Great Southern of India Railway
Madras Railway
Steam Navigation Companies:—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales.
Austrian Lloyds.
Euphrates and Tigris Steam Navigation Company.
British India S eam Navigation Company.
Bombay Steam Ferries.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company
Routes by Steamers.
Routes in the Bombay Presidency
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows long the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub.
Hill Horse Carriage Dak.
Rohilcund Horse Dak Company.
North Western Dak Company
Punjaub and North Western Dak Company
Agra to Jeypore.
Rawul Pindee and Murree.
Scale of Fares for Shigrams, Buggies, &c., in Bombay.
Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

SALES BY AUCTION.

MEHRJEE, JOHNSTON & Co.
No. 25, Apollo Street.

AUCTION SALE of VALUABLE LANDED PROPERTIES at BYCULLA.

On Monday, the 1st day of August 1870, at 4 P.M., Messrs. Mehrjee, Johnston and Company will sell by public auction, on the premises by virtue of the power contained in an Indenture of Mortgage bearing date the 15th day of February 1870 and by order of the Mortgagees and on account and risk of the Mortgagors Ramjee Waghojee Gholay and Luximon Ramjee Gholay the following landed properties.

Lot No. 1.

All that piece or parcel of Fazundaree land or ground with the messuage, tenement, dwelling-house, or hereditaments and premises standing and erected thereon, situate at Byculla Foras Road, outside the Fort in the sub-district of Mazagon, fronting towards the north of the said Byculla Foras Road and bounded as follows:—that is to say, on or towards the east by the house belonging to the Church of Nostra Senhora de Rozario, on or towards the west by a public passage, on or towards the north by the house of Sewjee Raghowjee, and on or towards the south by the said Byculla Foras Road, formerly and now in the occupation of the said Ramjee Wagojee Gholay and Luximon Ramjee Gholay containing by admeasurement two hundred and sixty-three square yards, (263) or thereabouts assessed by the Municipality of Bombay under No. 99.

Lot No. 2.

All that piece or parcel of vacant Fuzandaree ground situate at Byculla Foras Road aforesaid in the sub-district of Mazagon, fronting on or towards the north of a private passage leading from the said Byculla Foras Road, and bounded on the east, west, north, and south by public passages also leading from the said Byculla Foras Road, formerly and now in the occupation of the said Ramjee Wagojee Gholay and Luximon Ramjee Gholay containing by admeasurement (855) eight hundred and fifty-five square yards or thereabouts.

For further particulars apply to the undersigned.

MEHRJEE, JOHNSTON & Co.
Bombay. 21st July 1870.

BENNETT and COMPANY,
No. 5, Forbes Street.

WEEKLY SALE.

On Saturday, the 23rd instant, Messrs. Bennett and Co. will sell by public auction, at their rooms, by order of Pestonjee Nowrojee Kapperriajee, on account and at the risk of Ebramjee Lookmanjee.

Ex City of Lahore.

W R—22 & 25—48 pieces of plain how wrap hessians 45 inches 4031½ yards.

On Saturday, the 23rd instant, Messrs. Bennett and Co. will sell by public auction, at their rooms, a large quantity of grey and coloured piece goods, such as grey shirtings, T cloths, madapollams, jaconets, &c.

An invoice of superfine cotton wicks for kerosine reading and argand lamps.
Few dozen superior claret.
4 bales of grey jaconets.
10 cases prints.

At 1 P.M.

A handsome grey Arab horse.
A serviceable English-built miniature brougham.

AUCTION SALE of SAW-GINNED DHARWAR COTTON.

On Saturday, the 23rd instant, at 4 P.M., Messrs. Bennett and Co. are instructed to sell by public auction, at the premises of the Hydraulic Press Company, Fort, by order of the Agents for the Carwar Company, and on account and at the risk of the Captain and Owners of the S. S. Tilly.

G—A G—C M & Co.—58 Full pressed bales of Saw-ginned Dharwar Cotton.

Bombay, 21st July 1870. BENNETT & Co.

Printed and Published for the Proprietor by HENRY SLYTH, at the "Bombay Gazette" Steam Press, Meadow Street, Fort, Bombay.

AGENTS—London, Mr. GEORGE STREET, 30 Cornhill, E. C. Paris, Messrs. H. and W. GALIGNANI and Co., Publishers, Rue de Rivoli.—Calcutta, Messrs. THACKER, SPINK, and Co.—Madras, Messrs. PHAROAH and Co.